PACIFIC FISHERMAN

AUGUST 1950

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KTWS Types for Auxiliary Power and Lighting. Dual insulated with selected wood separators and glass fibre retaining mats. Deep sediment chambers. Extra large electrolyte space. Reinforced hard wood containers. Non-Surge Vent Plugs to prevent damaging acid spray. Available in 4, 6, or 8-volt units, in capacities from 250 to 500 ampere hours.

DRG and DRP Types for Auxiliary Power and Diesel Starting. For 32-volt Diesel systems. Dual insulated with Willard Rubber Insulation and glass fibre retaining mats. Sturdy, hard rubber containers. Exclusive Willard "Safety-Fill" construction to prevent overfilling. Assembled in 8-volt units. DRG types for normal service. DRP types for heavy duty service.

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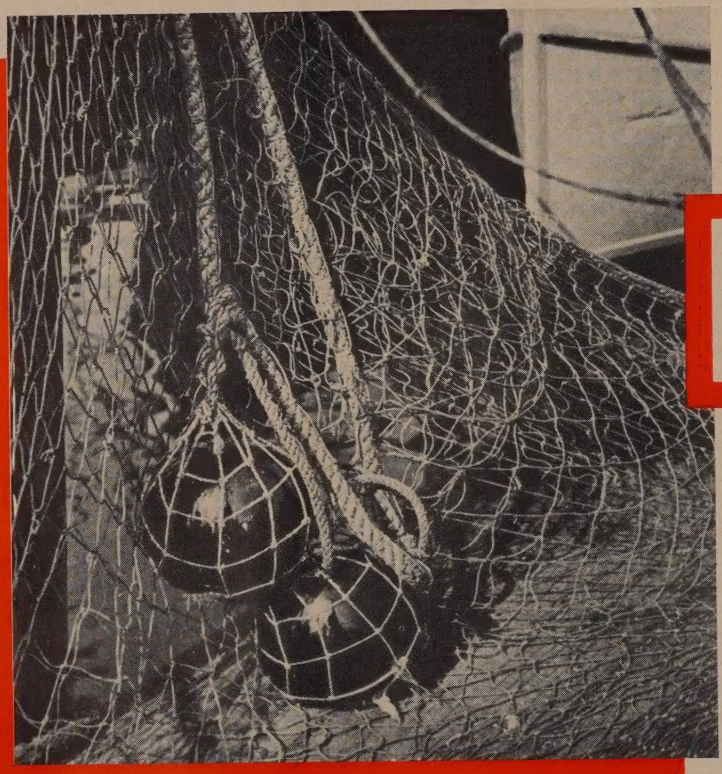

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Greater Uniformity
Greater Strength

Nets made or repaired with Woodberry Seine Twine have the wear and dependability fishermen look for — because Woodberry Seine Twine is produced under precise scientific controls to assure greater strength.

For dependability, weather-tight protection, choose boat covers made of Woodberry Extra Duck — another Mt. Vernon-Woodberry product.

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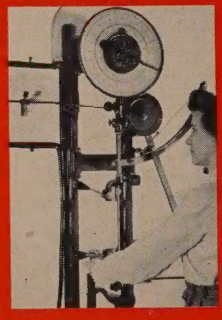
Makes the Big Difference

In SEINE TWINE



DETERMINING YARN TENSILE STRENGTH WITH 300-LB. VERTICAL TEST. One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products.

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 48 No. 9

AUGUST, 1950

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MEMBER AUDIT BUREAU OF CIRCULATIONS

LAST MINUTE NEWS SUMMARY

Bristol Bay Red Pack Runs Above Half-Million Cases

Bristol Bay salmon fishing was closed for the season July 19 in all districts except the Ugashik.

Two fishing days prior to this closure, the pack for Bristol Bay stood:

VARIETY	*Full Cases*
Red	552,416
King	2,644
Pink	471
Chum	11,613
Coho	248
Total	563,416

The 1949 pack of Red salmon on Bristol Bay was 524,000 cases.

Prince Rupert Halibut Buying Trends Interesting

Some interesting trends in the halibut buying patterns are shown in figures covering the 1950 trading there.

U. S. vessel landings declined by 573,000 lbs., while B. C. deliveries advanced by 509,000 lbs., a net decline of 64,000 lbs.

Current season purchases by companies, as compared with last year showed: Canadian Fish & Cold Storage Co., up 68,000 lbs.; Atlin Fisheries, up 320,000 lbs.; Booth Fisheries, up 299,500 lbs.; Royal Fisheries, up 263,000 lbs.; Bacon Fisheries, up 5,500 lbs.; Prince Rupert Fishermen's Cooperative, down 864,000 lbs.; Pacific Fisheries, down 156,500 lbs.

Frank Elliott Gets Food Job With National Security Board

Frank Elliott, who for many years has been identified with the Seattle office of Henry W. Peabody & Co. of London, in July assumed a position in charge of the food desk in the National Security Resources Board. Since this is the agency which programs national controls and procurement in the event of an emergency, Mr. Elliott's position is a powerful one.

His experience in the canned fish field is wide, and should be of value to the nation.

North Coast Albacore Landings Are Substantial

Substantial landings of Albacore, running up to 6,000 lbs. to the boat for a five-day trip, were being landed at Columbia River points at presstime for this issue. Going price at Astoria at that time was reported to be $350.

The fish were running somewhat larger than usual for July deliveries, average weights of fish in the various trips running from 16 to 19 lbs.

Most of the fish were reported taken south of the Columbia, although by presstime tuna were being taken at least as far north as Willapa Harbor, and Grays Harbor had begun to get deliveries.

EDERER

THE *Worry-proof* NETTING

When you shove off with EDERER NETTING stowed aboard, you can be confident of its performance because all the "worrying" has been done beforehand by Ederer's skilled craftsmen.

From the first step of selecting the uniformly long and fine fibres from which the twine is made—to the machine-tied knots which give the precision-perfect mesh, Ederer's modern control and inspection methods are designed to assure you of "worry-proof" netting. Netting that will bring in those extra heavy, profit-making hauls! That is why more and more fishermen on both coasts see to it that they have EDERER NETTING in their lockers.

Next trip in to your Marine Dealer, specify EDERER NETTING, so you too can shove off with netting that offers the foremost in quality, and is made just right—regardless of the type of fishing you do.

R. J. EDERER COMPANY

HOME OFFICE: 540 ORLEANS ST, CHICAGO

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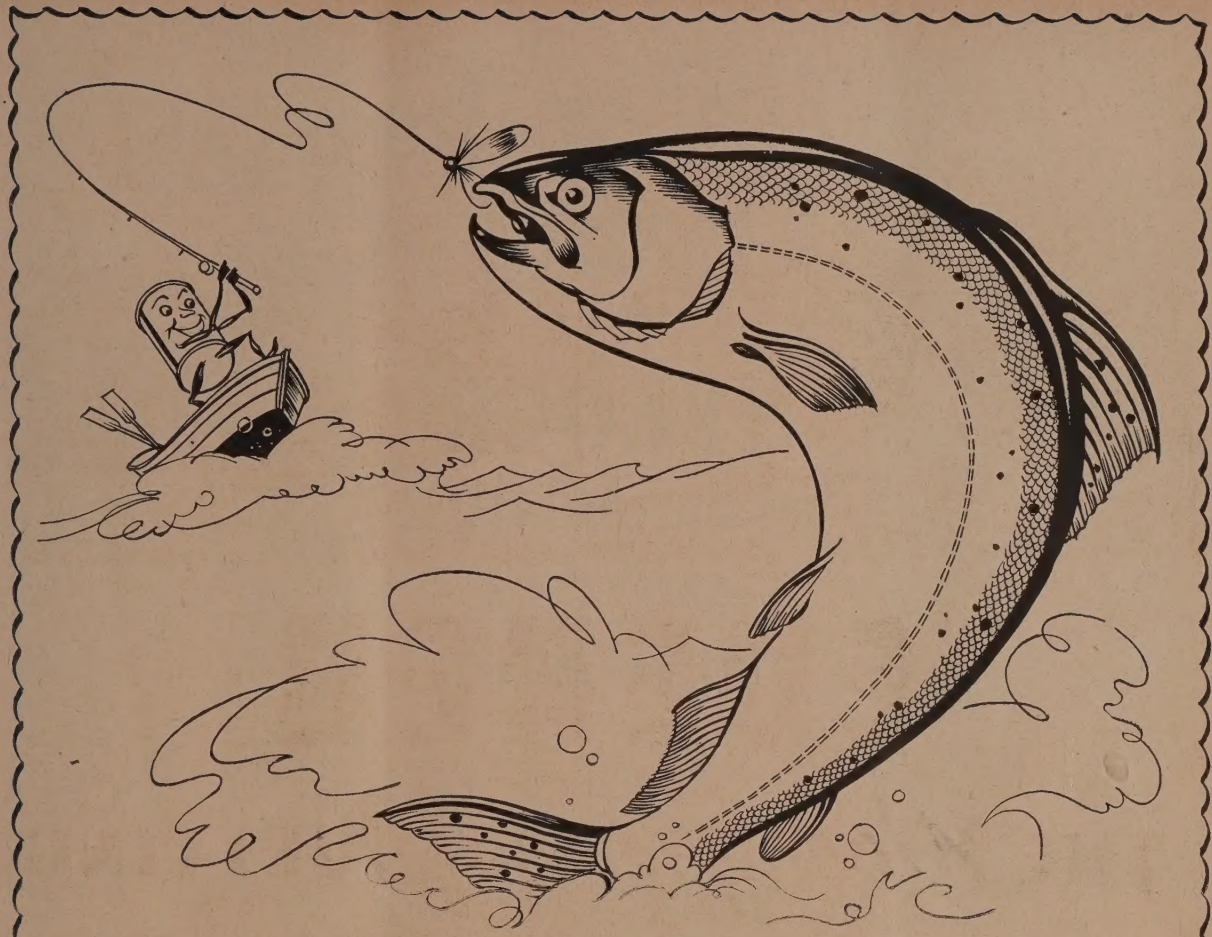

"For a fish out of water you can't beat a Continental Can"

says J. SILVER SALMON

Continental cans come in EVERY SHAPE AND SIZE that's right for fish . . . semi-formed and ready-formed.

They're PRECISION MADE...bright, tight and clean.

Continental is TOPS FOR SERVICE, too. We have a whole string of up-to-the-minute plants strategically located to serve you best.

You can't beat Continental as a dependable source of supply!

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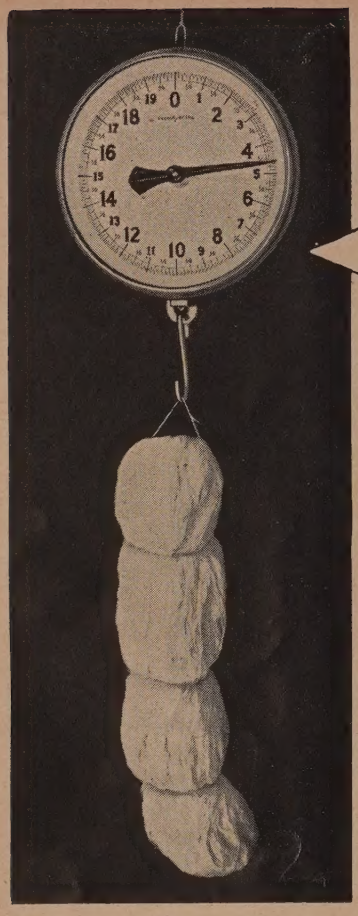
707 South Hill Street, Los Angeles 14, Calif. Russ Building, San Francisco 4, Calif. 653 Skinner Building, Seattle 1, Wash.

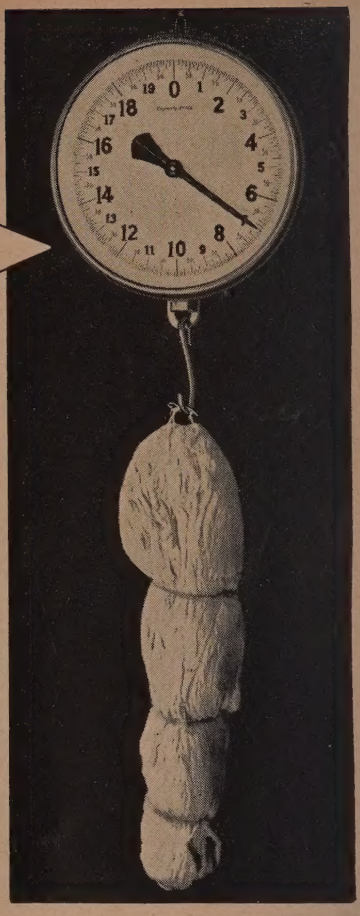


NYLOCK
after
submersion

Look at the Pictures and you'll see why...

NYLOCK*

100% NYLON NETTING SAVES YOUR TIME and MONEY!



COTTON
after
submersion

LOW WATER ABSORPTION IS THE ANSWER!
The scales shown above are weighing NYLOCK Nylon netting and cotton netting after both were submerged in water.

HERE IS THE COMPARISON:

Nylock (dry)	**Weighed 3 lbs.**
Cotton (dry)	**Weighed 3 lbs.**
Nylock (wet)	**Weighed 4.6 lbs.**
Cotton (wet)	**Weighed 7 lbs.**

The scales tell the story! Cotton absorbed enough water to increase its weight 133%. NYLOCK Nylon (when wet) only increased 53% in weight. This means that it takes less man power and less horse power to haul NYLOCK Nylon nets—*and that's extra money in your pocket!*

NYLOCK Nylon Netting also requires no drying—one net does the work of three! It needs no preservatives . . . is not affected by mildew, fungus growths, oil or gasoline and it is specially treated for sunlight resistance. Tests have proved that NYLOCK Nylon Netting *increases the catch—lowers operating costs.*

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries—540 Orleans St., Chicago, Ill. Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.—310-312 Bergen Avenue, Jersey City, N. J.

MOODUS NET & TWINE INC.—Moodus, Connecticut

A. M. STARR NET CO.—East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

* Trade Mark

While the short supply of basic Nylon still curtails our production, NYLOCK should become increasingly available over the coming months.

MANUFACTURED BY:
The **HEMINWAY & BARTLETT** *Mfg. Co.*
500 Fifth Ave., New York 18, N. Y.

SOLE DISTRIBUTORS:
BROWNELL & COMPANY, *Inc.*
—also manufacturers of Nylon Maitre Cord and Hanging Twine
Moodus, Connecticut

Stepped-up power

for stepped-up profits

This "Caterpillar" Diesel D375 Marine Engine now powers the CATHERINE PALADINI, *driving a 64" x 48½" propeller. Price of standard D375 Marine Engine equipped with a 3.9 to 1 gear is $13,650, f.o.b. Peoria, subject to change without notice.*

ONE WAY to make bigger profits fishing is to get out there and back faster, with more time at the nets. The new, bigger "Caterpillar" Diesel Marine Engines are built to give fishing boats that extra margin of dependable power.

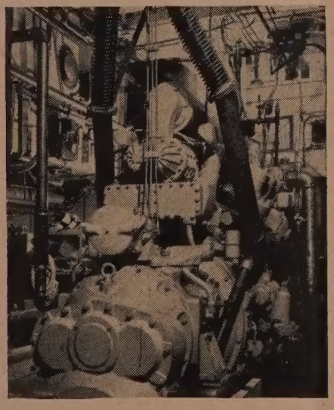
The *Catherine Paladini*, owned by A. Paladini, Inc., San Francisco, Calif., is a 73-foot dragger, built in 1928. Her old engine was recently replaced by an 8-cylinder "Cat" Diesel D375, delivering 270 hp. (at the propeller) for uninterrupted 24-hour service.

Skipper Axel Bjork is happy with the new installation for several reasons. He finds the engine is smooth and quiet in operation, and easy to handle with its pneumatic gear control. It has boosted the boat's speed from 9.2 to 10.9 knots. And in spite of increased power it is smaller in size, allowing more storage space in the hold.

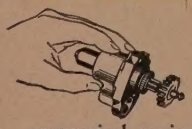
These new "Cat" Marine Engines are built with the same rugged quality that has won a reputation for reliability in fishing fleets everywhere. They are now available in a range of sizes up to 400 continuous horsepower.

Ask your "Caterpillar" dealer to *show* you the profit possibilities in this great line of Marine Diesels.

CATERPILLAR, San Leandro, Calif.; Peoria, Ill.
REG. U.S. PAT. OFF.



LOOK UNDER THE HIDE



Fuel pumps are "Caterpillar"-designed and "Caterpillar"-built. Made of the cleanest high-chromium, high-carbon alloy steel obtainable, the pump plungers and barrels are diamond lapped. Pumps are heat treated to maximum hardness to give users thousands of hours of trouble-free, economical service. There is an individual pump for each cylinder. Pumps are adjustment-free and completely interchangeable. Look under the hide for quality. It doesn't show on the outside — it shows up in performance.

CATERPILLAR DIESEL
REG. U.S. PAT. OFF.
Marine Engines

Announcing...

THE NEW T5X

Fortified with *new* compounds that offer you greater engine protection than ever before!

Surpasses "Supplement 1" specifications

The amazing *purple* oil is now better than ever! With even greater alkaline reserve, oxidation resistance, detergency and other upgraded qualities, the *new* T5X surpasses the exacting standards of U. S. Army Specification 2-104B, Supplement 1.

Its superiority has been clearly established in both the Coordinating Research Council gasoline engine tests and the rugged "Caterpillar" Diesel tests.

Recommended for *heavy-duty* operations

Powerful *new* additives have been compounded with a high VI, pure 100% paraffin base to form this *new* T5X. And its improved quality is so high that this great oil is recommended for *any* internal combustion engine operating under *severe* conditions.

Proved under critical field conditions

Field tests made by outside companies under critical operating conditions have *also* proved the amazing stability and performance of the *new* T5X in all types of equipment—including trucks, tractors, construction equipment, marine engines and varied types of stationary engines.

Substantially reduces engine wear

What the new, unusually high quality of T5X means to *you* is the opportunity for increased engine efficiency, less wear and lower maintenance and repair costs. And you can prove this for yourself by giving the *new* T5X a trial in your *own* equipment operating under *severe* conditions.

For full information about the new T5X, call your Union Oil Representative. Or write, wire or call Sales Dept., Union Oil Co., Los Angeles 17, Calif.

76 UNION OIL COMPANY OF CALIFORNIA

Profit opportunity for YOU

Let Canco help you make *more* profit from fish!

Half a billion dollars . . .

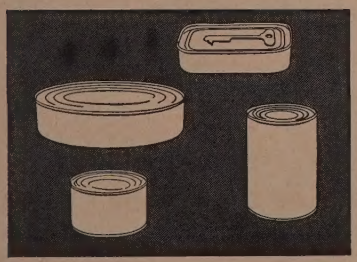
. . . that's how much American women will spend this year for fish in *cans* . . . for their families' meals.

Why don't you, too, share in this profit opportunity? Remember that Canco will gladly help you, as it has helped so many other successful canners.

You will see on this page a few of the many services we will gladly give you.

Why not get further details?

CALL CANCO FIRST



★ ★ ★ ★ ★

How Canco will help you

Lay out your plant . . . give you blueprint and layout recommendations for greatest efficiency.

Canco's testing kitchen will suggest ways your fish products can be made more appealing to the public.

Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

Lithograph designing service by Canco merchandising experts to help your product attract customers and sell faster.

AMERICAN CAN COMPANY

New York • Chicago • San Francisco

The one-package answer to 90% of your grease lubrication problems...

Lubricates wheel bearings...

...universal joints

...water pumps

...and all chassis points

SHELL RETINAX A

(AND A SINGLE GREASE GUN)

For passenger cars, trucks and certain types of tractors. Available only from Shell

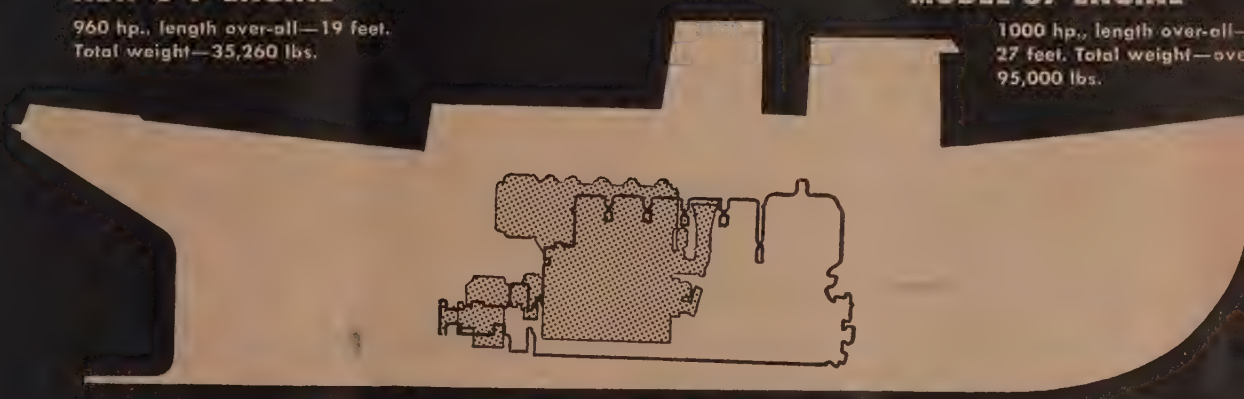
SHELL

the Name is FAIRBANKS-MORSE

...for More Room!
...for Bigger Payloads!

NEW O-P ENGINE
960 hp., length over-all—19 feet.
Total weight—35,260 lbs.

MODEL 37 ENGINE
1000 hp., length over-all—
27 feet. Total weight—ove
95,000 lbs.

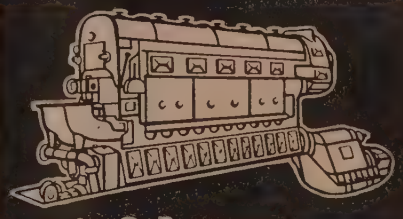


the Model 38-960 hp. O.P. Diesel

Compare the space requirements of the Opposed-Piston engine with other engines, and you get a quick understanding of a basic O-P advantage—*more room, more hold space, more profit per trip!*

For work boats—where space is at a premium and power aplenty is a must—the O-P engine offers equally important benefits.

For *all* marine services, the dependability, economy and ease of maintenance of the O-P engine are impressive additional reasons why, for marine engines, *the name is Fairbanks-Morse!* Fairbanks, Morse & Co., Chicago 5, Ill.



only O-P POWER combines what you want

40% fewer moving parts: easier maintenance at lower cost.

Less than ½ as much weight per horsepower: low center of gravity.

Lower piston travel speed: longer wearing life.

Economical 2-cycle design: low fuel consumption.

Propeller speed: 250 R.P.M.

FAIRBANKS-MORSE,

a name worth remembering

DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES • HOME WATER SERVICE AND HEATING EQUIPMENT • RAIL CARS • FARM MACHINERY

GET THE BEST *for your boat!*

MURPHY DIESEL

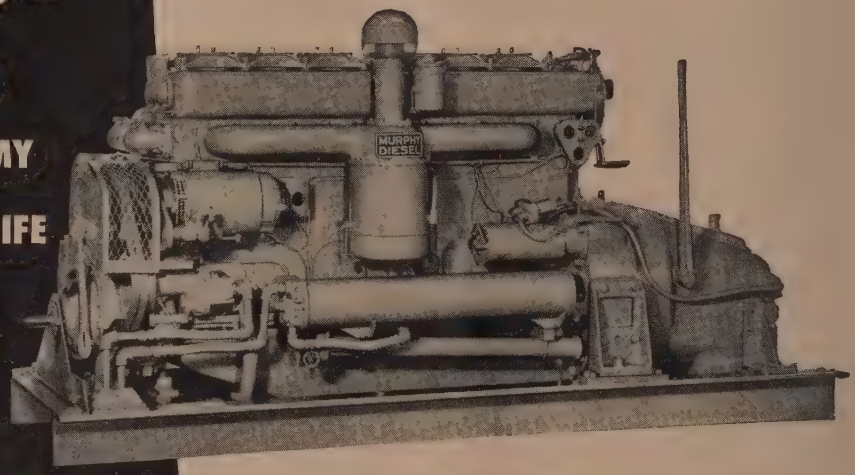
gives you —

MORE POWER

GREATER ECONOMY

LONGER ENGINE LIFE

GREATER DEPENDABILITY



MURPHY DIESEL

Heavy duty power

for fishing

Murphy Diesel Marine Propulsion Engines and Auxiliaries for the fishing industry are available in sizes from 90 to 190 H.P. Generator Sets 60 to 133 K.W.

YOUR engine must be the best—it's the heart of your boat. Under critical conditions, rugged, heavy-duty Murphy Diesel Engines are your best assurance of steady power—lugging power that really hangs on.

By staying on the job longer and more dependably, Murphy Diesels fatten up profits and help eliminate the costly delays that result from power failure. For direct operating economy, the Murphy Diesel uses less fuel than any other engine of comparable power rating — the combination of "true" diesel operation and unit fuel injection squeezes more work out of every drop of fuel.

Ask your Murphy Diesel Dealer to give you the whole story or write direct.

MURPHY DIESEL COMPANY
5301 W. Burnham St., Milwaukee 14, Wis.

SAN FRANCISCO, CALIF.—Oswald Machine Works, 2936 Hyde Street
SAN DIEGO—Calif. Diesel Technical Service Inc., 205 W. Market St.
SEATTLE, WASH.—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B.C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.

It's the use of the clubs that's important

Having a complete set of clubs is one thing. Knowing when and how to use them to best advantage is another. And that goes for railroading.

Union Pacific has the "clubs"; equipment, facilities and manpower. It also has the "know how" essential for the efficient handling of freight shipments.

This is a statement we'd like to have you make us prove. The opportunity will be appreciated.

UNION PACIFIC RAILROAD

BE SPECIFIC: *Ship* UNION PACIFIC

SAFEGUARD

YOUR ENGINE

NEW TYDOL
HEAVY DUTY
COMPOUNDED

MOTOR OILS FOR GASOLINE, DIESEL AND BUTANE ENGINES

New Tydol HD, HD S-1, HD S-2 solve every problem of modern lubrication for automotive and stationary engines using gasoline, butane or diesel fuels. Tydol Heavy Duty Motor Oils are made of high quality, high VI paraffinic base oil compounded with the new types of "additives." Tydol *cleans* as it *protects* as it *lubricates.*

TYDOL HD

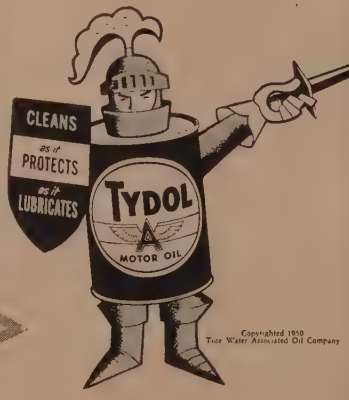
Especially recommended for high speed diesel, gasoline, butane fueled engines in automobiles, buses, trucks, tractors, stationary units under normal Heavy Duty conditions. SAE grades 10, 20, 30, 40, 50. Sold in drums and cans.

TYDOL HD S-1

Has higher detergency level than Tydol HD. For operation under cold start and stop conditions and under unusually severe continued overloaded conditions in all types of engines. SAE grades 20, 30, 40. Sold in drums.

TYDOL HD S-2

Has highest detergency level of the Tydol Heavy Duty series. For high performance and supercharged diesel engines using all kinds of diesel fuels under the most extreme conditions. Available in SAE grade 30. Sold in drums.



Call your Associated Representative for expert help on any lubrication problem.

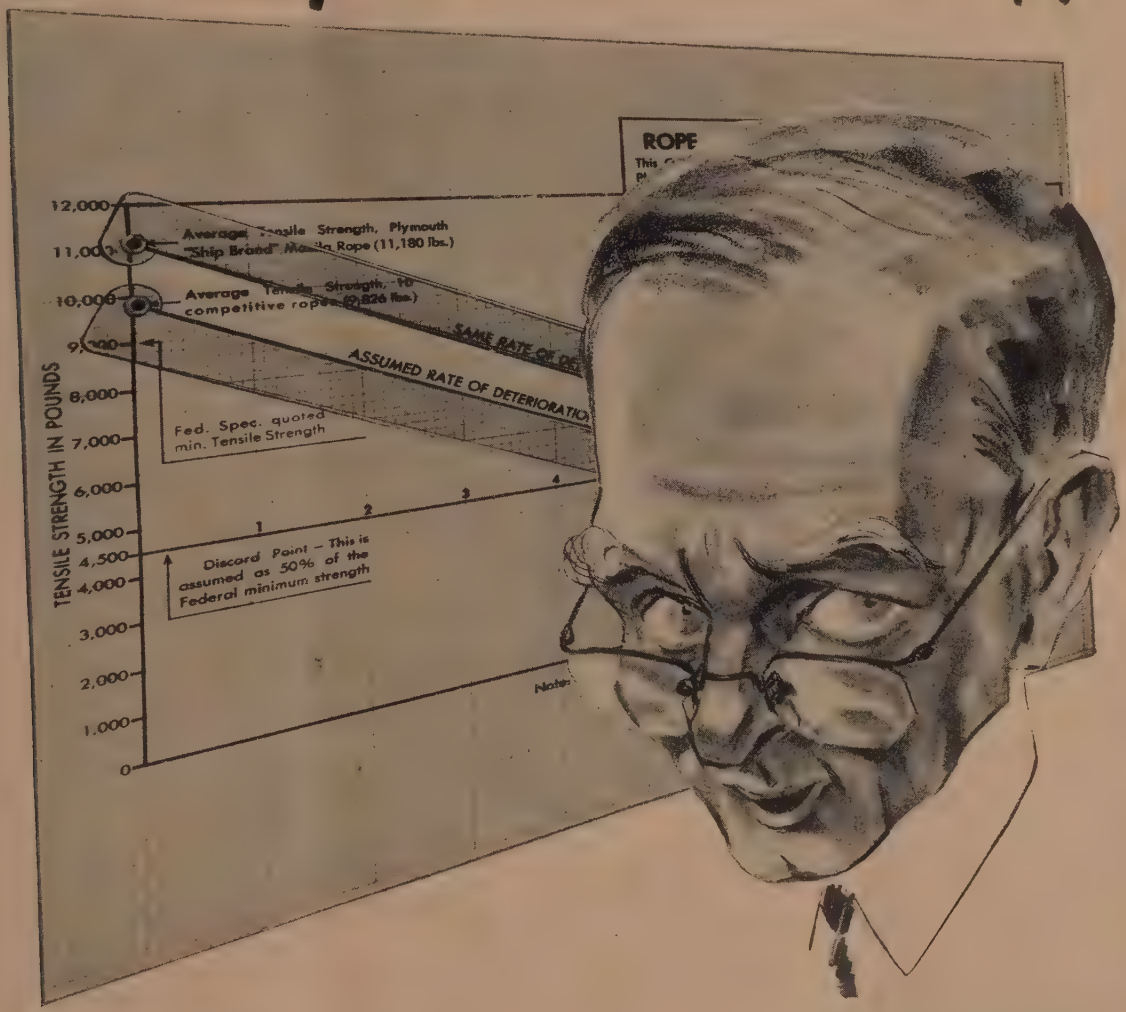
Check these Tydol safeguards

- ✔ Easier starting—heat resistant—stable in service.
- ✔ Contains anti-foam agent and assures positive lubrication. Low oil consumption.
- ✔ Freedom from ring sticking—less piston ring and cylinder wear.
- ✔ Prevents sludge and varnish deposits and clogging of oil ducts and passages.
- ✔ Insures free acting valve stems. Provides cleaner filter elements.
- ✔ Non-corrosive to alloy bearings and other engine parts.
- ✔ *Cleans* as it *protects* as it *lubricates.*

TIDE WATER ASSOCIATED OIL COMPANY

"Remember me? A few months ago I said 'Why shouldn't I buy rope on price?'"

"I can't buy any rope that cheap!"



. . . that's what you'll say, too, when you look at Plymouth's cost-of-service chart and figure how ridiculously cheap you'd have to buy rope in order to match Plymouth SHIP BRAND'S low month-to-month cost. This chart proves that SHIP BRAND Manila is so much stronger, thus lasts so much longer, it's by far the most economical to *use*—even though it may cost you a few cents more per pound to buy. And don't forget that SHIP BRAND'S extra margin of strength and service also means an extra margin of *safety* every minute of its longer life.

PLYMOUTH CORDAGE COMPANY, PLYMOUTH, MASSACHUSETTS

SEND FOR FREE CHART

—see proof of Plymouth's longer life and operating economy—figure how much *less you'd have to pay for other ropes to match Plymouth's low cost of service. A post card brings your free copy—a modified reproduction of the one shown above.*

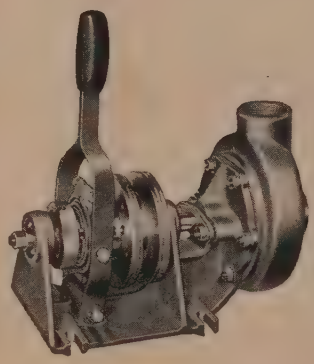
PLYMOUTH
Cordage Products

PLYMOUTH 1824

THE ROPE YOU CAN TRUST BECAUSE IT'S ENGINEERED FOR YOUR JOB

MARINE PUMPS...

select the type designed to do the job



CENTRIFUGAL TYPE PUMPS . . . Manufactured by Marine Products Co., these pumps are excellent where a large volume is to be pumped under low pressure, and where a self-priming pump is not required. Suspended solids can be pumped with no harmful effect to the equipment. This type of pump performs satisfactorily as a bilge pump or for wash down. *Mounted centrifugal type pump with hand clutch is illustrated at left. Best operating speeds are from 1500 to 3600 rpm.*

RUBBER IMPELLER TYPE . . . Jabsco's rubber impeller type pumps are specially designed for pumping semi-solids and abrasive materials without harm to the equipment. This type of self-priming pump is excellent for use with heat exchangers and engine cooling systems. *Illustrated (right) is a 1" pump.*

BRONZE GEAR PUMP . . . Oberdorfer's bronze gear pumps are standard for most marine purposes for which a self-priming pump is required. This is ideal equipment in "forced feed" lubrication, as well as other applications where high pressures are desired. Spur and herringbone gear types are available in upper and lower shaft models. *Spur gear type illustrated.*

Distributed by

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE, WASH.

ALBACORE COMES ABOARD

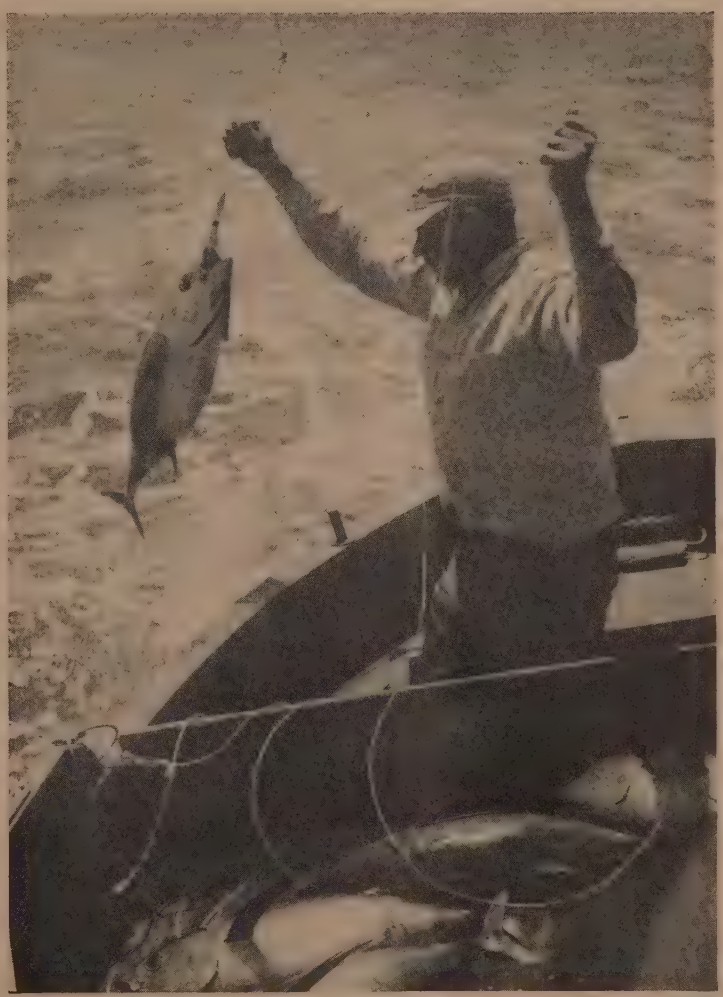
Albacore landings in Southern California had exceeded 4,500 tons at presstime for this issue, heavier by far than in any previous year to even date, and fishing was continuing heavier.

San Diego reported that about 1,500 Albacore vessels were working out of that port, to which at least two-thirds of the deliveries were going.

Threat of a strike early in July chilled enthusiasm for a time, but was postponed.

Price of Albacore fell from the start-of-season $400 to $375, and then to $350. However, the Van Camp Sea Food Co. stood firm by the $375 per ton price, and French Sardine Co. and Westgate-Sun Harbor Co. were buying on a similar basis at presstime.

A number of other packers had withdrawn from buying under existing conditions, and as this issue closed these three large factors were receiving heavy tonnage.



Jig Boats Get Most Fish

Most of the heavy fishing was found in the area around the Guadalupe Islands, some 220 miles from San Diego, although some catches were being made at the 14-Mile Bank between Newport Beach and Catalina, and others at 35-Mile Bank between San Clemente Island and Point Loma.

About 75% of the deliveries to late July were from jig boats, although small bait boats — and a few large ones — were also working the fish.

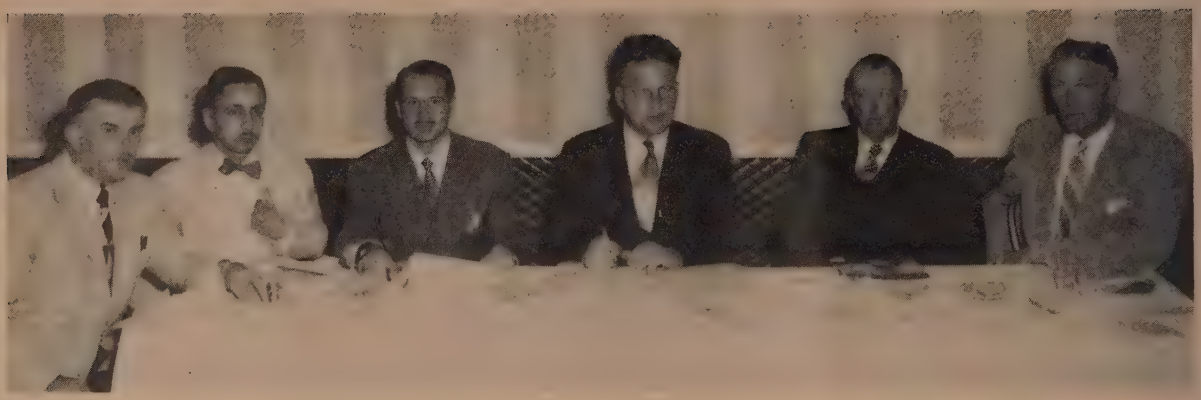
Some of the fish in the San Diego deliveries ran as high as 30 lbs. each, although the average was reported around 15, which is good for early fish.

Old-timers saw many signs associated with heavy and consistent runs of Albacore, and were strong in their hopes that the deliveries would continue.

At the time that the Southern California bonanza hit its mid-July high, tuna was showing along the North Pacific coast and deliveries were beginning to be registered on the Columbia River.

Imported Shipments Heavy

Fish were coming from another source, too. Deliveries of frozen fish from Japan were arriving regularly by steamer at Southern California, Puget Sound and British Columbia ports, while one Columbia River Packers Association freezership with a capacity of 1,200 tons was on an Oriental mission. Scheduled sailing of her sister ship was cancelled as result of the Korean situation.



Historic first meeting of the Tropical Tuna Commission, created by treaty between the United States and Costa Rica, held at Coronado, Calif., July 18. Third from the left is Jose L. Cardona-Cooper of Costa Rica, elected chairman of the commission. Seated next to him on the right is Dr. W. M. Chapman, special assistant to the Undersecretary, U. S. Department of State; then Lee Payne of Los Angeles, American Commissioner, followed by Eugene D. Bennett of San Francisco, American commissioner. Milton James, third American commissioner, could not be present, but was elected commission secretary. Seated at the left end of the table is Victor Nigro of San Diego, vice consul for Costa Rica; and next to him Alvaro F. Galvan, U. S. Department of State. The commission adopted an initial budget of $102,225, of which the United States will furnish 97½%.

Confused Conditions Confound Tuna Industry at Mid-Year Point

The Southern California tuna industry entered the second half of 1950 with some misgivings and certainly in a state of confusion. Unions were asking higher wages and other concessions within the canneries, just when packers were hoping to get costs down to meet foreign competition.

With landings 12,000 tons ahead of the first six months of 1949, packers had their fleets tying up or on rotating sailings. The Albacore season opened with a rush, with almost 1,000 tons for June. Fishermen were having difficulty in finding buyers for their fish, and were facing a downward sliding scale that saw $50 per ton chopped off the opening $400 price by July 7. Some canners were not taking Albacore at all.

Here is how the industry stood on July 1, at the halfway mark: 77,941 tons, all grades, and including imports, against 65,273 tons to July 1, 1949. (The 77,941 tons is subject to final revision, but is substantially correct.)

The case production for six months to July 1 was 3,298,204 cases against 2,591,334 in 1949, and again the first figure is not official. Thus the industry was approximately 700,000 cases ahead of last year.

Breaking down the catch: Yellowfin, 1950, 53,416 tons; 1949, 51,170; Bluefin, 602 against 468; Skipjack, 22,310 against 11,791; Albacore, 930 against 161; bonito, 109 against 186; yellowtail, 574 against 1,487 tons.

While Yellowfin is about the same in tonnage from 1949 allowing for the gross increase, a big boost to Skipjack deliveries is noted; Albacore was up; yellowtail down almost two-thirds.

A total of 1,251 tons of frozen tuna was received from four countries: Japanese, Costa Rica, Peru and Fiji. Of this 755 tons was received in June of which 354 tons was Yellowfin; 224 tons Skipjack; 177 tons Albacore. (In addition, at least 2,500 tons of frozen tuna had been delivered to the Columbia River.)

June tonnage for San Diego was: Yellowfin, 6,783 tons; Skipjack, 4,175; Albacore, 488 and yellowtail, 97 tons. Cases packed: 411,321 as follows—¼s, 48, 41,111; ½s, 48, 366,101; 4 lb., 12, 4,109 cases.

Los Angeles-Long Beach received a total of 8,830 tons. The breakdown: Yellowfin, 5,968 tons; Skipjack, 2,393; Albacore, 301, including 177 tons, Japanese frozen; yellowtail, 168 tons.

The purse seine fleet was still going well, with 35 trips completed and 2,768 tons delivered. Tuna clippers, many still diverted from High Seas Tuna Packing Co., during plant changes, unloaded 5,015 tons.

Initial Albacore was caught in Mexican waters June 12. Therefore the Longfins unexpectedly showed up in Southern California banks. By the end of June fish were being caught from Guadalupe Island, Mexico, to beyond Catalina Island. Small boats rushed southward from as far as Alaska, and it was estimated 1,000 vessels were engaged by July 4. Opening price was $400 per ton. On July 5 this dropped to $375, and to $350 on July 7.

First local Bluefin was 2,185 lbs., caught off Oceanside, north of San Diego, June 30, by the new seiner *New San Antonio,* skipper, Frank Iacono, San Pedro. The fish was sold to the fresh fish markets at 25c per lb.

First commercial catch of Albacore to be landed at a Pacific Northwest plant in 1950 consisted of 32 fish landed at Astoria July 9 by Jack Teutschman of Knappa, Ore., and delivered to Van Camp Sea Food Co.

The 32 fish weighed for an average of 17 lbs., much better than usual for early-season fish.

Teutschman said he struck the fish from 85 to 100 miles off Cape Lookout, Ore., and that the fish were scattered over a wide area in small, tight schools. He took his entire catch by jigging, but found the fish not too ready to bite.

A couple of days later the exploratory vessel *John N. Cobb* reported striking a commercial concentration off Oregon.

Alaska's Red Salmon Pattern Follows Forecast of Shortage

Better-than-average early salmon production at a number of points was reversed just before presstime for this issue when it appeared that the early promise shown by the great Bristol Bay Red salmon area had failed of fulfillment.

Hopes went high early in July when Bristol Bay experienced a heavy run on the heels of the best South Peninsula district catch in years. After a few days of capacity canning, the Bay run dropped, and the second week was disappointingly poor.

Fish and Wildlife Service imposed an additional 24-hour midweek closure, and what had been a bright prospect dimmed. Observers who had been hoping for a pack of around 700,000 cases revised their estimate sharply and were willing to settle for something closer to the pack of 1949, when the Bay production was 524,000 cases.

This was about in line with preseason expectations for a short pack of Red Salmon.

Cordova, New England Fish Company shallow-draft tender, was repowered with a pair of D-318 "Caterpillar" marine diesels by the N C Marine division of the Northern Commercial Company this spring. This vessel works the Copper River flats for Nefco's Orca cannery. On her trip North it is reported that the vessel made fine time and added a knot or two to her speed with the new engines. Note in the photo her flat wake, indicating efficient tunnel design and proper wheel specifications.

Westerly Weather Favorable

The welcome surprise in Red production on the Peninsula — and it did not extend to the Shumagin Islands area — was attributed in early reports largely to weather, which permitted the seine fleet based on False Pass and King Cove to get at the band of fish following the coastline closely.

Extension of the run into Bristol Bay, however, proved that production had not been due entirely to weather, and that the volume of fish was also above expectations based on cyclic data.

Fair weather prevailed on Bristol Bay as well as out on the Peninsula, and this of course contributed materially to the effectiveness of fishing.

Regulation Reduces Fishing

Quantity of gear in Bristol Bay waters exceeded official concepts of propriety and resulted in additional hours of closure being imposed in all districts. Extra gear appeared to follow primarily as result of floater activity in that area.

Chignik was closed to fishing in June to permit escapement of a very light early run.

The Kodiak district's production was very poor during the early portion of the season, and Cook Inlet's early reports showed that dependable district running behind in comparison reports with even dates in recent seasons.

Competition for Cook Inlet Reds was keen and some buyers were reported paying above the union price for fish.

Copper River Shines

Copper River shone this season, although its production at best is more significant for earliest and quality than it is for volume.

The river's pack of about 75,000 cases of Kings and Sockeyes was the best since 1945, and fell short of that year by only about 1,500 cases of Kings.

Considering the fact that 1950 fishing was delayed three weeks by price disagreement, the current year's run must be recognized as exceeding that of the cycle.

S. E. Alaska Preparations Delayed by Disputes

Preparations for the Southeast Alaska season, which had not opened generally at presstime, were delayed by disputes involving two unions — an A. F. of L. cannery workers organization and the purse seiners affiliated with the International Longshoremen, who recently absorbed the former International Fishermen's union. Although nominally still affiliated with the C.I.O. at presstime, the Longshoremen generally are credited with independent status, and there is a feeling that the salmon industry has been caught between opposing labor organizations as A. F. of L., Long-

shoremen and C. I. O. struggle for domination.

The Longshoremen are trying to hold together the former International Fishermen organization which they took over, but they have been having trouble; and the larger organizations are trying to pick up such chunks as they can knock off, matching picket lines with picket lines.

After a five-day picket program of Seattle and Bellingham terminals of Southeast Alaska operators, the A. F. of L. cannery workers union settled for an increase in seasonal guarantee, which is always exceeded anyway.

Sharp increase in Southeast Alaska raw salmon costs was brought about by the settlement of a seiner's strike which threw pickets around Seattle operators' terminals early in July. Settlement price for Pinks was 40c each, against 37½c last year. Chums were priced at 60c, against 55c last year; Silvers 80c, as against 70c in 1949; and Reds 90c, up a dime from last year's price. Kings were unchanged at $2.05.

Troll Silvers Canned

Early production in Southeast Alaska was limited to the gillnet Red and King catches of the early-opening districts.

In July some canning of troll Silvers developed at Pelican and Sitka, where fair quantities of these fish were being landed by trollers before the middle of July.

Columbia Summer Catch

Resumption of gillnetting operations on the Columbia River late in June, following the mid-season closure between the spring and summer fishing periods, was followed by better fishing than that of the early summer period of a year before — although still disappointingly scant.

Quinault Catch Poor

Salmon yield of the Quinault River during the three-months season of 1950 was rated by the Indian tribesmen in whose reservation that Sockeye producer lies as the poorest within their memory.

B. C. Early Sockeye Pack Far Ahead of Late Years

British Columbia salmon production to early July was significant only in the case of Sockeye, which accounted for about 75% of the early packing.

At presstime the Sockeye packing of the province was running very nearly twice that of the year before, although only the Naas and Skeena districts were producing heavily. To that time both District No. 1 and Area 2 other than the Nass-Skeena were both far ahead of last year in Sockeye yield.

As a matter of fact, the British Columbia Sockeye pack at presstime was substantially larger than in any of the past six years.

Carl Sutter, Pioneer Salmon Canner, Dies

Carl A. Sutter, 81, a retired pioneer salmon canning operator with Fidalgo Island Packing Company for the past 60 years on Puget Sound and in Alaska, died recently after a long illness.

Mr. Sutter was born in Sweden, came to the United States at the age of 20 and spent his entire life in salmon canning operations. Mr. Sutter took a leading part in the development of the salmon industry in the north Pacific and during the years represented the industry in many of its problems. Surviving are his wife Azuba, three sons, C. Fain, Vance F., Leon F.; a brother, Otto F., all of Seattle; a sister in Oslo, Norway, and five grandchildren.

Washington Governor Backs Ocean Closure

Request of a group of Puget Sound purse seiners and salmon canners for modification of the Washington order prohibiting ocean seining prior to the opening of the Sockeye season was rejected by Governor Langlie after a hearing in Olympia June 28.

The closure was contained in an order issued by Alvin Anderson, state director of fisheries. It prevented Washington seiners from fishing Swiftsure Bank for Kings and Silver prior to the Sockeye opening July 31.

This is the first year that the Sockeye commission has forbidden ocean fishing for Sockeyes.

Nick Bez Walks Away From Crashed Plane

Nick Bez walked away unhurt from the damaged plane in which he and his pilot made a forced landing on the Alaska Peninsula in June. Engine failure when the amphibian was about 100′ in the air forced them down near Cold Bay. The plane was a private one, owned by Intercoastal Packing Co., one of the companies headed by Mr. Bez.

Court Holds Fishery Union Is Guilty in Setting Prices

Action on the part of a fishermen's union to limit production and fix prices are illegal, and a union capable of such activities is a "combination" constituting a "monopoly in violation of law."

This is the meat of a July decision of the Massachusetts supreme court in sustaining a lower court's conviction of the Atlantic Fishermen's Union, and its injunction against continuation of the practice by which that union has sustained prices by arbitrary limits on production.

The Massachusetts court departed from the reasoning of recent federal court opinions, including the United States supreme court, when it held that fishermen are employes of the boat owners, and entitled to bargain collectively and to strike. The court held, however, that fishermen may not fix prices at which fish will be sold, nor limit the catch in order to maintain market prices.

Significant language in the Massachusetts decision includes:

"The combination of the defendants, embracing practically all of the commercial fishermen operating over a wide area, was sufficiently extensive, unified and powerful, and exhibited the purpose and tendency to bring it within the definition of a monopoly and to constitute a monopoly in violation of the law."

"We think it plain that the direct and intentional limitation of total production and the arbitrary fixing of prices, covering practically all large-scale transactions in an entire market area by a combination sufficiently extensive and powerful to enforce its decrees, are in themselves of the very essence of which the common law and the statute aim to prevent."

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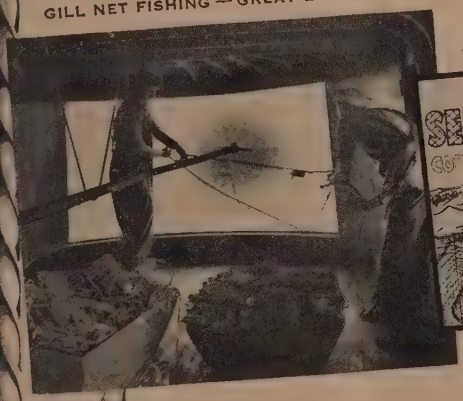
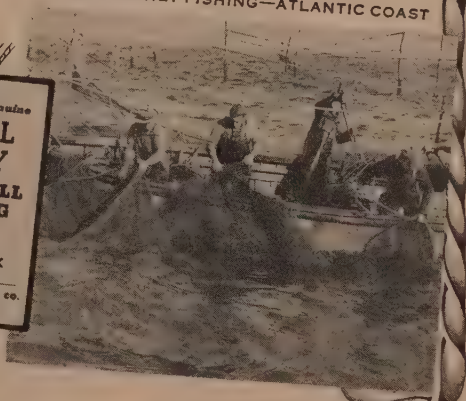
GILL NET FISHING — GREAT LAKES



POUND NET FISHING — ATLANTIC COAST



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"Serving the Fishermen's Needs for Over 100 Years"

The typical, modern Aku boat *Bonito* entering Kewalo Basin, Honolulu, after a trip to sea for Skipjack.

THE HAWAIIAN TUNA FLEET

With Pictorial Glimpses of How it Operates

The major vessels engaged in the Hawaiian fishery are the "sampan" type. They are sawed-frame, V-bottom construction, rather narrow with high angular lines, a clipper bow, and a moderately high transom stern. These vessels have a much lower beam-to-length ratio than is common on the Pacific Coast.

The larger vessels may be divided into two groups: those fishing year around for aku, or skipjack, and those primarily engaged in the long-line fishery for Yellowfin and Big-eyed tuna as well as many other species of large pelagic fishes such as the marlins.

The following table presents the average size of aku and longline boats operating out of the various islands. A few of these are classified as sampans, but in reality, they are converted war surplus craft:

AKU (Skipjack)

	No. of Boats	Av. L. Feet
Oahu	21	76
Maui	4	66
Hawaii-Kawaihae	5	33
Hawaii-Hilo	2	69
Territory total	32	Av. 61

LONGLINE

Oahu	30	58
Hawaii	16	40
Kauai	3	---
Territory total	49	Av. 47

The aku boats range from 60 to 100 ft. in length while the longline vessels are somewhat smaller and within the range of 45 to 59 ft. in length.

The boats are fitted with a very simple deck house providing storage for small items of fishing gear and the bare necessities of cooking equipment. Most of the aku boats are fitted with a flying bridge for protection of the helmsman when searching for fish. The main deck is fitted with several hatches for ad-

Here's a close-up of Hawaiian long-liners—only they call it "flag-lining" over there—hauling gear off the Kona Coast. Note the gurdy and the roller, and the man in the foreground coiling line.

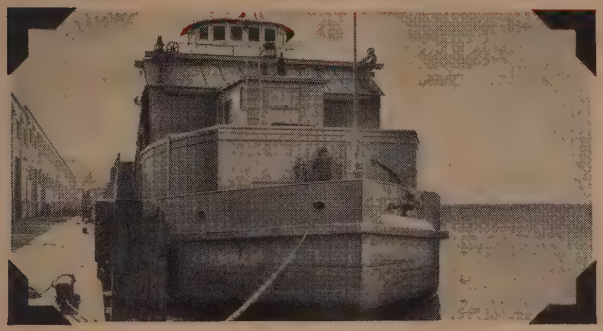
Albacore, swordfish and marlin are commonly caught by the "flag-line" method which involves a floating set-line suspended at varying depths below the surface.

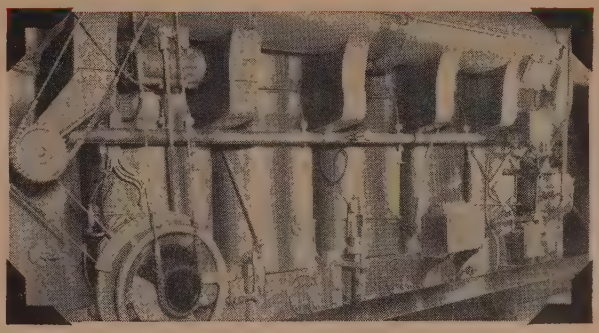
STANDARD ENGINEER'S REPORT

DATA

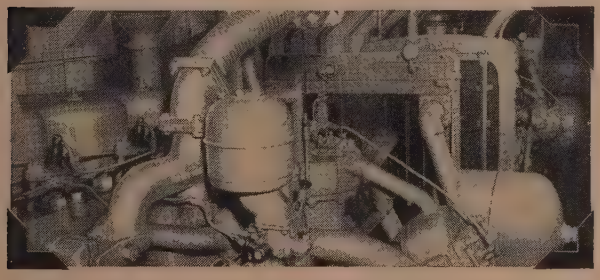
LUBRICANT	RPM Delo Oils
UNIT	275 H.P. Union diesels – 6 cyl-11"x15" M.V. Komoku
LUBRICATOR	Dry sump
CONDITIONS	Intermittent operation. Capacity loads against strong tides
PERIOD	12 years
FIRM	Bay & River Navigation Co., San Francisco

No stuck rings or bearing failures in 12 years!





HAULING 900-TON-AVERAGE LOADS, the M. V. Komoku's two 275 H.P. high-speed diesel engines have been lubricated with RPM DELO Oils since the vessel was built in 1938. "In all that time," says Chief Engineer R. B. Gibson, "we haven't had ring or bearing trouble. About 5 years ago we pulled the pistons, but there was so little wear we only installed standard rings. We grind exhaust valves yearly, intakes every two years." RPM DELO Heavy-Duty Lubricating Oil keeps these engines clean and lubricated.



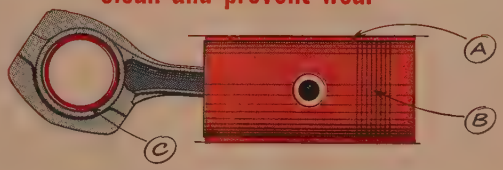
FIVE CATERPILLAR AND BUDA DIESELS are also on the M. V. Komoku to operate air compressors, generators, etc. . . . are lubricated with RPM DELO Heavy-Duty Oil. In varying periods, RPM DELO Oils have prevented ring, cylinder or bearing trouble in any of them.

REMARKS The M. V. Komoku transports sugar from upper San Francisco Bay to various terminals. Strong tide flow, common in the Bay, often makes heavy going for her engines.

RPM DELO Oils are designed to meet every heavy-duty engine need. Besides RPM DELO Heavy-Duty Oil in the Komoku, the other high-performance grades are RPM DELO Special, RPM DELO Supercharged–1, RPM DELO Supercharged–2 Lubricating Oil.

RPM DELO LUBRICATING OILS

How RPM DELO OILS keep engines clean and prevent wear



A. Contain special additives that provide metal-adhesion qualities . . . keep oil on parts whether they are hot or cold, running or idle.

B. Anti-oxident resists deterioration of oil and formation of lacquer . . . prevents ring-sticking. Detergent keeps parts clean, helps prevent scuffing.

C. Special compounds stop corrosion of any bearing metal, and oil foaming in both wet and dry sump engines.

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give expert help; or write Standard of California, 225 Bush St., San Francisco 20.

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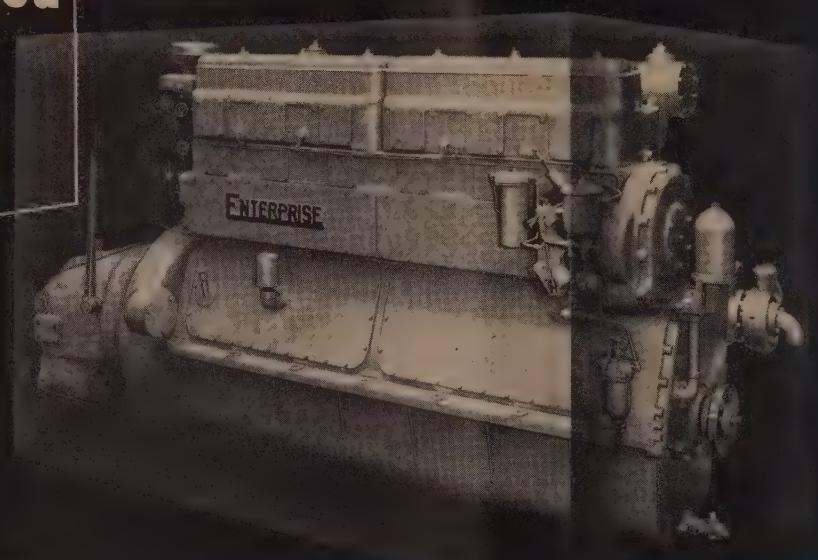

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- 8″ bore x 10″ stroke
- Compact, light weight
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Write for new Enterprise M Series Bulletin No. M-16, or call your nearest Enterprise office for complete information.

Everything you want in efficient marine power is wrapped up in the all-new M Series packaged power plants. Now in production after more than four years of actual installation and performance testing, the completely self-contained M engines in 3, 4 and 6 cylinders are available for economical, heavy-duty service in all types of commercial vessels. Small, compact and light weight, these units deliver 68 to 240 BHP at conservative speeds of 450 to 750 RPM. They are WORK engines, designed for thousands of hours of demanding service at low cost, with minimum maintenance and servicing requirements. When you compare, feature for feature, you're sure to make your next diesel a medium speed, high capacity Enterprise M engine—for years of the smoothest sailing you've ever enjoyed.

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Enterprise MARINE Diesels

ENTERPRISE ENGINE & FOUNDRY COMPANY

18th & Florida Streets, San Francisco 10, California Offices in Principal Cities

—Number of Vessels Operating from Various Bases—							Length	Type
Oahu	Hawaii	Maui	Kauai	Molokai	Lanai	All	30'-44'	Sampan
67	44	14	35	1	—	161	16'-29'	Sampan
73	33	20	8	5	2	141		Skiff
243	40	48	79	43	2	491		Canoe
—	57	28	1	—	—	—		

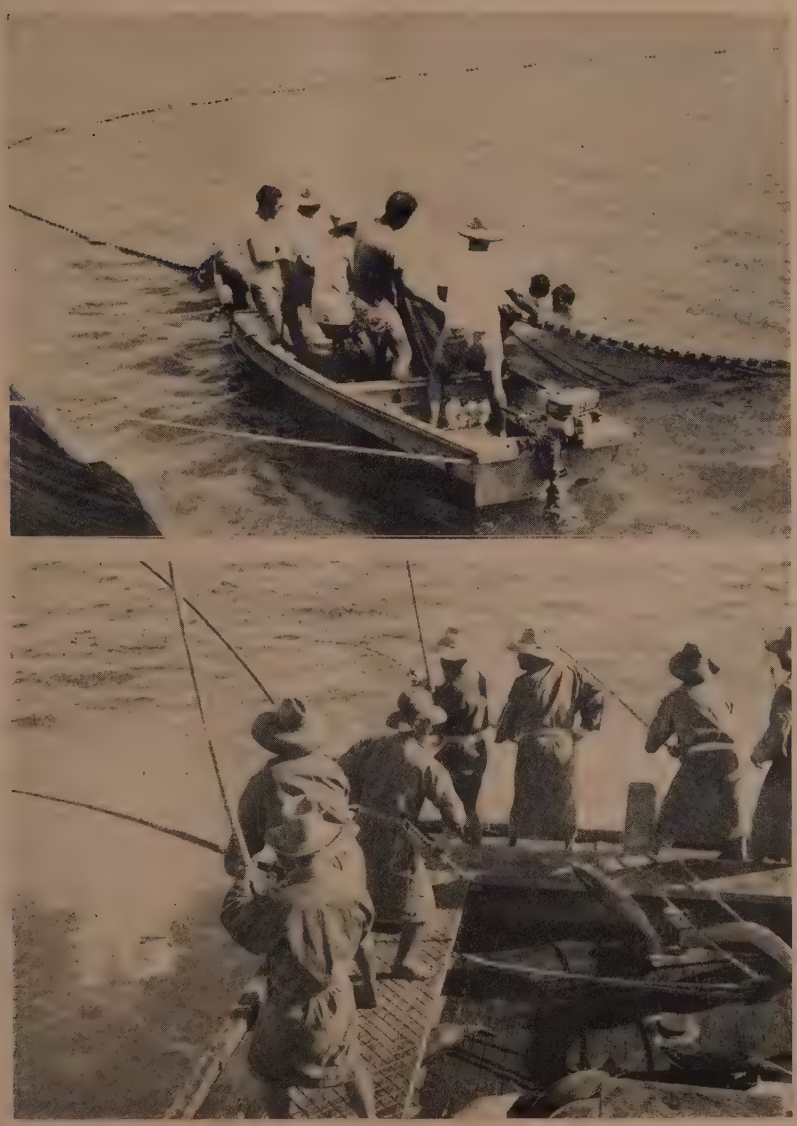
mittance to the wells, the number depending on the size of the vessel.

The space below deck in the after portion of the aku boats is divided into wells, some having the prime purpose of carrying fish, while others are only fitted to carry live bait. The bait wells are fitted with holes through the bottom for natural circulation of water to hold the bait alive and it is seldom that the bait is held for more than a few days. By plugging the water circulation holes, the wells may also be used for carrying iced fish. The bait is prevented from escaping by means of small mesh screens. The bait is taken by using skiffs driven by outboard motors and a very fine mesh net. The bait is transferred from the net to a well in the skiff and transported to the fishing vessels. The skiff, therefore, serves the dual purpose of a seine boat and a bait receiver.

Close-up view of the stern of a modern Hawaiian sampan used for fishing Aku (Skipjack).

Two forms of fishing in the Hawaiian tuna operations. Upper view shows the catching of nehu (anchovy) for the aku (Skipjack) boat *Bucaneer*. Note the use of the Johnson outboard motor and of the two swimmers, who evidently serve to scare the fish away from the opening of the net.

Low photo shows Skipjack fishing from the sampan *Bonito* about 10 miles off the Oahu coast. Note what the well-dressed Hawaiian fisherman wears at work.



A number of the smaller vessels engaged in the handline fishery throughout most of the year are listed by the Territorial Fish and Game commission for the year of 1948 as shown in the table above.

Most of the large aku and longline boats are powered with high speed diesels of 165 to 330-hp. The fishermen in this area feel that speed is essential for their operation and many of the boats cruise at 9 to 10 knots and some are reported to make in excess of 11 knots. Smaller sampans, skiffs and canoes are powered with a variety of motors ranging from outboards to small diesels of 30 to 100 hp.

These primarily engage in bottom fishing but some desire inshore fishing with traps, nets and handlines. We could possibly obtain a better break-down of these by activities but it would be a rather detailed job which we will be glad to undertake if the information is of value to you.

Note—This information was compiled by Don Bates, junior fishing engineer, Pacific Oceanic Fishing Investigations, and was made available by C. B. Carlson, chief, section of Exploratory Fishing.

Steel Makes Strides in Alaska-Limit Fleet

Steel construction in the Alaska-limit purse seine fleet took three firm steps forward this season with the commissioning of the seiners "Libby No. 9, No. 10 and No. 11," which will fish for Libby, McNeill & Libby canneries in Southeast Alaska.

There have been steel seiners in Alaska salmon fisheries before — a couple — so these are not actual innovations; but they represent an interesting step which may become a trend.

Perhaps the most notable aspect of the Libby seiners is their demonstration of how much can be gotten into a hull 48′ 6″ by 13′ 9″ by 7′ 2″ where it is built of steel. They are at least 5 feet shorter overall than is permissible under the Alaska limit, but they are 28 gross tons, 22 net, with hold capacity estimated at 12,000 mixed fish.

Emphasis has been placed on a number of characteristics—and all of them calculated to help earn a share.

They are versatile — for the insulated hold makes the Libby seiners readily convertible to longlining or trolling, if those trades attract.

They are seaworthy—and this can be said with assurance because they were built to a hull form of proven capability in the wooden seiners "Libby No. 7 and No. 8." This design was developed by Libby over a period covering years of fishing experience.

They are safe—because the holds are divided into four compartments by water-tight bulkheads, at the after end of the hold, between hold and engineroom, and between engineroom and forecastle.

They are protected—by a combustible gas indicator; by a large and capable engineroom-ventilating fan; and by exceptionally complete fire extinguisher equipment. The engine cannot be started until the combustible gas indicator has first been turned on. Its quadrant indicates any gas concentration in the engineroom. The extinguishers in the galley and forecastle are distinctive aboard fishing vessels in that they are of the powder type, in which compressed CO_2 is used as a propellant.

The seiners were built by Birchfield Boiler, Inc., Tacoma, whose Robert Dohrer adapted the hull form of the successful wooden Libby seiners "No. 7 and No. 8" to steel construction. The houses on the three new vessels are developed along new lines, in accordance with Libby plans and design.

The hulls have a sharp break up at the after edge of the house. Entrance to the deckhouse is gained through the pilot house or galley. Behind the steering and control compartment, the house is divided into a galley on the port side and a two-bunk stateroom to starboard.

Engineroom and forecastle are entered from the pilot-house, which is equipped with a Kelvin-White compass. The forecastle sleeps four, and is heated by a Fluidheat unit burning kerosene and located in the engineroom. The forecastle is insulated with corkboard.

Main power plant is a Chrysler "Royal" gas engine, turning through 3.17-to-1 reduction gear with hydraulic controls. It has a Twin Disc power take-off on the forward end, driving a generator and Marine Products pump. This latter is manifolded for use either as a wash-down or bilge pump. In the latter function suction can draw from either the engineroom or hold. Hand-pumping is also provided from both main compartments.

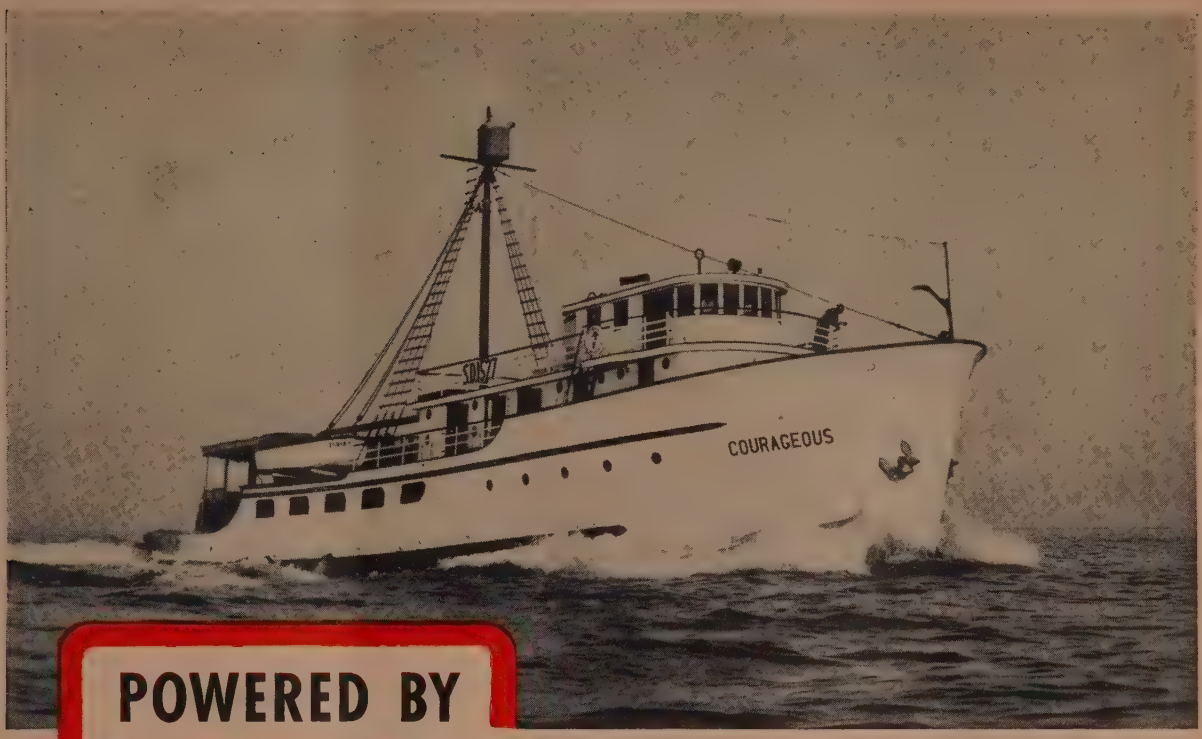
Deck gear includes Danforth anchors and a Rowe seine winch. Decks are finished in mastic over steel.

Hold insulation consists of 3″ of corkboard, overlaid with ½″ of mastic, troweled on. This gives a smooth, impervious surface, easily cleaned for sanitation and protection of the catch. At the same time, the insulated hold renders the vessel readily adaptable to fishing trades where the catch is carried in crushed ice.

Tanks will bunker 400 gals. of gasoline; 250 gals. of fresh water; and 30 gals. of lube oil.

The Libby seiners present a businesslike appearance. The hulls are smoothly fabricated, rounded and trim, with a pleasing sheer and without the angularity which sometimes mars steel vessels in the smaller sizes.

Herman Ulstein, manager of Sterling Shipyards, Vancouver, B. C., shipbuilding subsidiary of Canadian Fishing Co., is making a trip to his native Norway, and will be away from the coast most of the summer.



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The reconstructed cannery at Port Bailey, photographed from the air by Dr. William F. Thompson of the Fisheries Research Institute during the 1949 season, less than a year after the plant was burned. Accompanying sketch gives the key to the several buildings and their sizes.

STAFF WORK--TEAM WORK COURAGE and KNOW-HOW

Reconstruction of the Port Bailey cannery of the Kadiak Fisheries Co. following its destruction by fire stands as a modern example of the rough-and-ready staff work, the know-how, the energy, the determination and unquestioning courage which makes the Alaska salmon industry tick — and which keeps it ticking in spite of hardship, risk and adversity.

The Port Bailey cannery, located on Kodiak Island, burned Aug. 16, 1948, immediately following the packing season. Some 14,000 cases of the pack had not been shipped and were lost. All that remained of the cannery and its auxiliary buildings, which had been built originally in 1937, was the cook house and the Oriental bunkhouse.

By June 15, 1949, the plant was ready for fish again, built and equipped in the most modern manner, without stint, and without skimping.

A Two-Phase Problem

The problem which faced Leo T. Kreielsheimer, Kadiak Fisheries Co., president, and F. H. Bailey, vice president and general superintendent, was essentially two-phased:

Phase 1—The planning, programming, scheduling, assembling, delivering and expediting — *the Staff Problem.*

Phase 2 — Clearing the site, building the structures, installing the equipment—*the Construction Problem.*

Kadiak management, working in its Seattle office, handled Phase 1; and it was a continuous, 24-hour-on-call task which ran for 10 months without a breather, for the Staff Problem of building a big cannery in subarctic Alaska during the winter months is an intricate one. This problem was further complicated by the fact that in the fall of 1948 shipping to Alaska was at a standstill as result of a coast-wide maritime strike.

Key men in the Kadiak organization were made responsible for the several divisions of Phase 2.

The Construction Problem split into four divisions:

A. Clearing the cannery site.

B. Driving approximately 1,000 creosoted piling; placing caps and stringers, and otherwise preparing the over-water structure on which the cannery would be built.

C. Erecting the buildings, with wiring, piping and other built-in services.

D. Installing equipment.

Clearing the Location

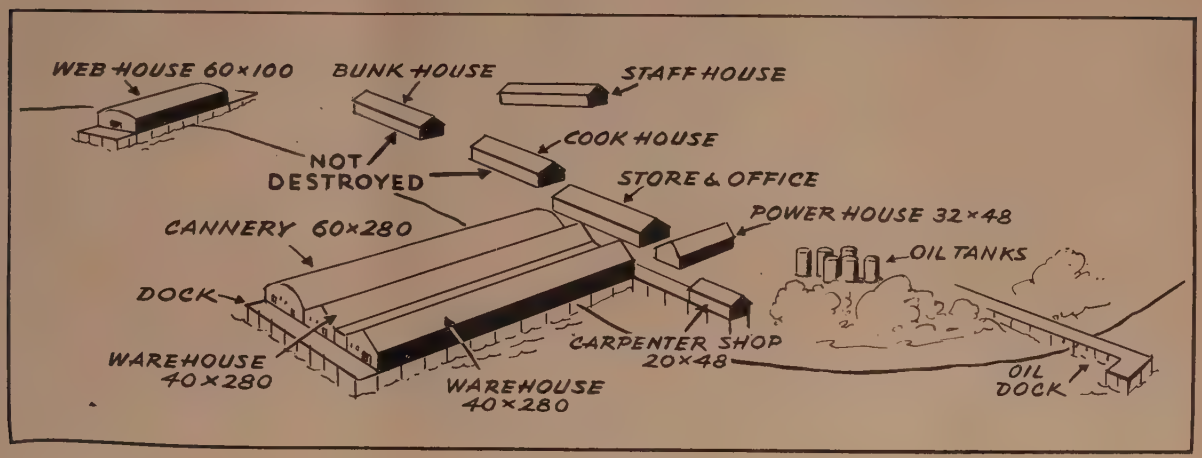
Decision to rebuild the cannery exactly on the former location was reached soon after the fire. C. P. "Chuck" Turner, the Port Bailey outside superintendent, was at the plant at the time of the fire, and remained on the job to direct the work of clearing the site. Not only was it necessary to remove all the ruined machinery and metal work, but all of the oil piling also had to be pulled.

Examination showed that the fire had eaten down into the heart of the old piles, making it impractical to use them again. Inasmuch as there were approximately 800 burned piling to be pulled, this phase of the operation was a tedious and difficult one.

The Dock-Building Task

While the site was being cleared

Layout of Kadiak Fisheries Co.'s Port Bailey Cannery



and the old piling pulled by Turner's crew, Otto E. Olsen, superintendent of Kadiak's Shearwater Bay cannery, was assembling the necessary materials, men and equipment for Phase 2 — driving and decking the new dock.

With the steamers tied up, the creosoted piling and timbers were loaded aboard a Foss ship barge and towed north. Seine boats also made trips with smaller loads. Olsen dispatched most of his material in October, and flew in about November 1 to drive the dock.

Turner came outside to do preliminary work on the equipment division of the problem.

Olsen had a terrific task on his hands, and it was made worse by unusually severe weather conditions, with much heavier snow than normal. The work was done in November, December and part of January under subarctic conditions, for Port Bailey lies above the 57th parallel.

Looking back on it, Howard Bailey says: "It really was a feat to put in that dock in midwinter on Kodiak—*really a feat.*" From Howard Bailey that is praise of the highest order.

Building the Buildings

In the meantime, decision had been reached to employ steel buildings for the new cannery. These structures were all Butler "rigid frame" buildings, made by Butler Manufacturing Co., and furnished by Hallidie Machinery Co., Butler's Seattle distributor.

Gordon Jenkins, who was Port Bailey cannery superintendent at that time, went north about Feb. 1 to handle the building and equipping phases of the project.

Mr. Jenkins superintended the Butler erection crew and the Cascade Machinery Co.'s crew which did the electrical work. The steel buildings went up rapidly, and March 25 "Chuck" Turner, who had been assembling materials and loading tenders in Seattle, went north with Peter Berg, cannery foreman, to aid Jenkins with the job of installing the cannery machinery.

Despite problems in profusion, trained teamwork gradually overcame them all; and the plant was ready for fish when the 1949 season opened.

Superintendent of the plant today is "Chuck" Turner, who handled the site preparation problem, and participated importantly in the final phase of equipping the plant. Foreman is Don Mullis, who conceived the rotary sliming tables.

All Buildings All-Steel

A number of considerations dic-

All that remained of Port Bailey cannery after the fire of Aug. 18, 1948. A tangled mass of piping and machinery had to be removed and 800 burned piling pulled before rebuilding of the plant could be undertaken.

Port Bailey cannery, as rebuilt in 1949 after being destroyed by fire. View taken by Dr. William F. Thompson from the hill above the plant. The mess house in the right of the picture was one of the two buildings not destroyed in the fire of August, 1948.

tated the selection of fabricated steel buildings. Among the most compelling reasons was the speed with which the structures could be erected. (Time required is estimated at less than half that of mill-and-iron construction.)

Another vital point in favor of steel was the ease of shipping. Mention has been made of the fact that a shipping strike tied up all freighters in the fall of 1948. The main cannery building at Port Bailey is 60′ by 280′, but the entire structure was carried north in knock-down condition by the 75′ Kadiak cannery tender *Foremost* in a single trip. With her hold filled, and carrying a deckload, the tender was able to perform this almost incredible feat.

Erection of the buildings was started Feb. 1, the work being done by a special Butler erection crew.

Steel buildings for the new plant are:

Cannery — 60′ by 280′, bow-string truss roof construction.

Two warehouses — each 40′ by 280′, gable roof type.

Power plant — 32′ by 48′.

Store and office building — 40′ by 120′.

Web house — 60′ by 100′.

Carpenter shop — 20′ by 48′.

Steel Aids Sanitation

Beside economy and ease in transportation, and speed in erection, considerations influencing the selection of fabricated buildings include sanitation and the ease with which the buildings may be kept clean and vermin-proof; and reduced insurance costs. Furthermore, the floors are entirely clear of posts, and the structures are readily adaptable to possible changes in operation or storage requirements.

The management reports that experience thus far has indicated the metal buildings are entirely satisfactory. Galvanized iron was used for the walls, with aluminum on the roofs. Exteriors are not painted.

A 15′ space between the two warehouses was roofed over and is used for additional cooling if necessary, and for handling all canned goods under cover.

Subsequent construction has added a staff house; and this season a laundry building and bath house was constructed. The laundry is equipped with six Bendix washers for use of the plant personnel.

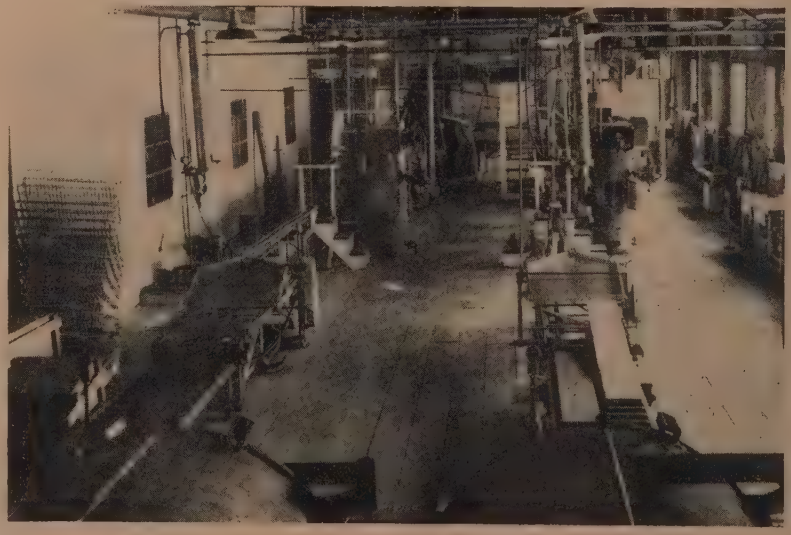
In addition to the buildings themselves, a very large part of the cannery furniture and equipment is of steel. For example, there are 18 fish bins built of ¼″ steel plate; three Iron Chink supply bins of galvanized iron; two double-compartment galvanized fish bins for the fillers. All flumes are of galvanized iron.

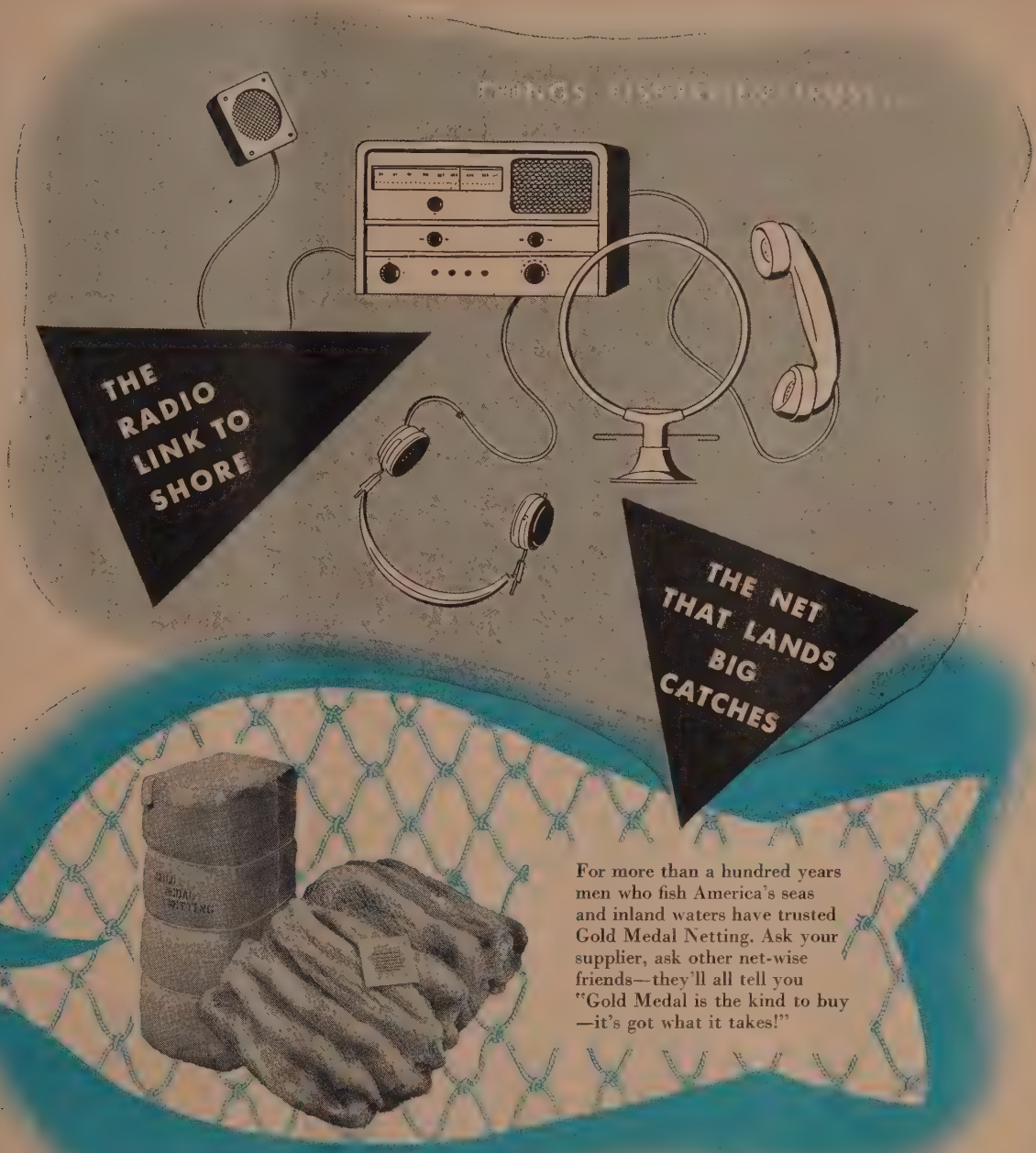
Equipment fabrication, as distinct from the buildings was all the work of Flohr & Co., metal fabricators. This includes the rotary sliming tables — of which more later.

Electrical Installation Outstanding

Mr. Bailey considers the electrical installation at the Port Bailey cannery perhaps the outstanding feature of the plant. Every effort was made to provide adequately for the peculiar electrical requirements of Alaska salmon cannery operation —

General view in the Port Bailey cannery, looking back along the two lines from above the retorts — two of which are seen in the immediate foreground.





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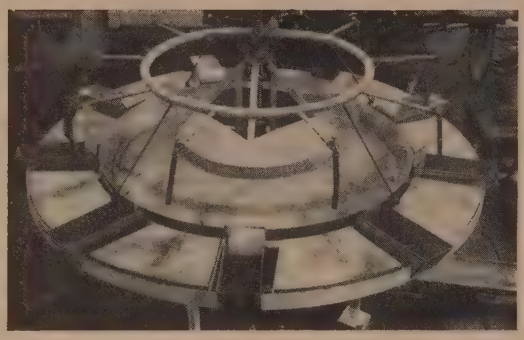

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★ SPEED OF CONSTRUCTION: Erection of the main cannery building, two warehouses, power plant, store and office building, web house and carpenter shop took less than half the time for mill construction.

★ FULL SPACE USE: No wasted space . . . no columns or trusses to restrict movement. Permits efficient layout of canning machinery and other precision equipment.

★ SANITATION — CLEANLINESS: Sanitation was an important factor in the selection of fabricated steel buildings for this cannery. Easy to keep steel building clean and vermin-proof. Just another safeguard for uniform, high quality canned salmon.

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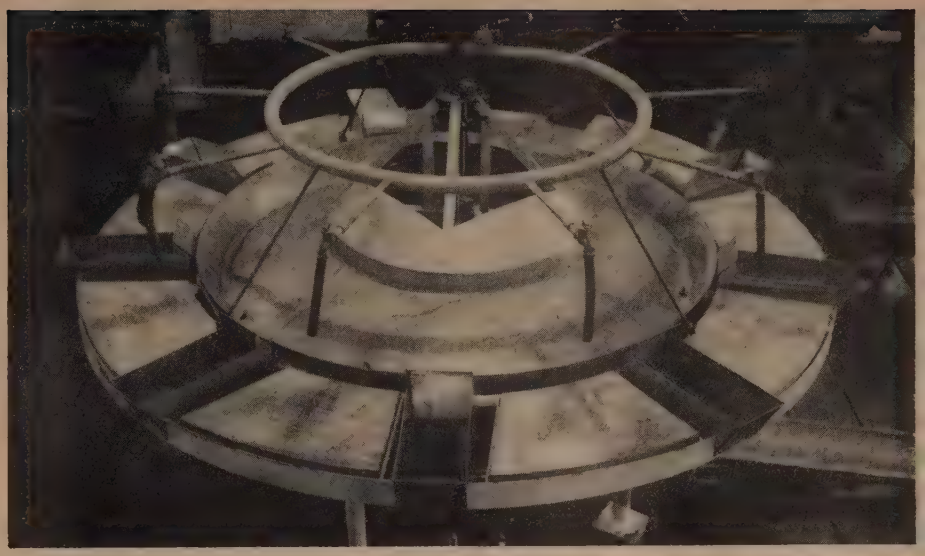


One of the Mellis rotary sliming tables built for Port Bailey by Flohr & Co. Fish are delivered to the revolving central pan by the Iron Chink chute exactly in line with the vertical shaft in the picture. Slimed fish slide down stainless steel chutes shown to flume at the lower right, which takes the fish to the filler elevator.

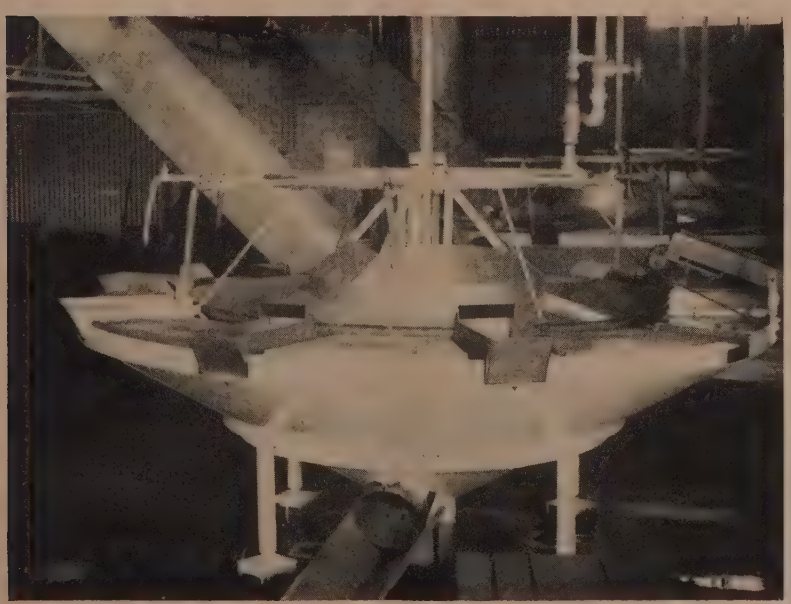
with particular emphasis on dependability, in recognition of the fact that interruption of operations at the peak of the season can have tragic consequences where fishing time is short and salmon are on the move.

The Port Bailey electrical installation was planned, supplied and installed in full by Cascade Machinery Co., Seattle.

Power is provided by: two General Motors diesels, each driving a 300 kw., 3-phase, 220 v. generator; one "Caterpillar" diesel driving a 75 kw. generator; and one 75 kw. hydroelectric set. The generators are arranged to run singly or in parallel. Diesels are direct connected to generators through Falk flexible couplings.

The cannery switchboard was built by Cascade Machinery Co. and is a particularly compact unit with generator voltage regulators and oil circuit breakers and instruments designed to give complete overload protection without sacrifice of simplicity and ease of operation.

Side view of one of the rotary sliming tables in the Port Bailey cannery. Chain conveyor which delivers fish to the distribution cone is seen at the right. Note two other similar rotaries in the background. Slimed fish emerge through the opening and sluice in the foreground, and then are raised to the Iron Chink bins by inclined elevators, such as those in the left central background, which serve the two rotaries seen in the rear. The tables were made by Flohr & Co., Seattle, from design developed by Don Mullis, foreman of the cannery.



Drive Flexibility Emphasized

With the exception of the reforming line, all equipment in the cannery is driven by individual motors, all of which are Fairbanks, Morse & Co. manufacture, and all of the totally-enclosed type except in locations not washed down.

The American Can Co. canning lines are driven by 2-speed Fairbanks - Morse motors working through V-belts and vari-pitch sheaves, giving extremely close control over machine speeds and coordination.

Fairbanks-Morse motors powering elevators and conveyors are all totally-enclosed ball-bearing type, driving through Falk flexible couplings and Falk speed reducers.

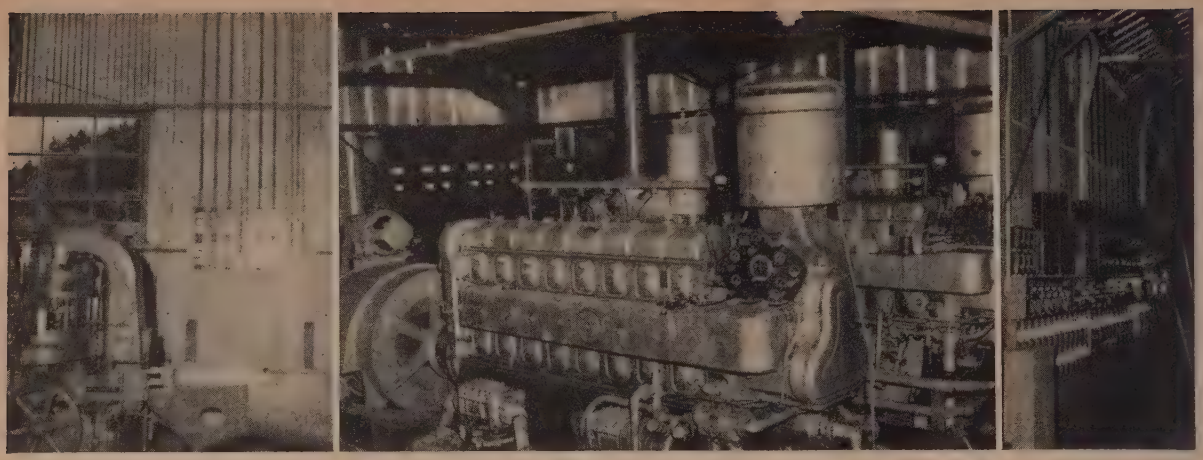
Salt water pump is a Pomona turbine, designed to give dependable water supply in large volume, regardless of tide level. Pump equipment for fuel transfer and similar purposes is all Fairbanks-Morse.

The entire electrical installation was made in accord with the National Electrical Code, and would be acceptable in any municipality. Motor controls are of the Cutler-Hammer magnetic type with water-tight push-button stations. Wiring is all installed in conduit, using moisture-proof wire. Lighting current is taken from the main power circuit, reduced through dry-type Pacific transformers with vapor-proof fixtures used throughout the cannery building.

Some Points of Distinction

The plant is a standard two-line Alaska salmon cannery, with a few points of distinction.

The two high-speed American



Three glimpses at the mechanical and electrical installations at Port Bailey. On the left, looking across one of the American Can Co. fillers to the electrical controls by which the operations of that entire cannery line may be handled. Incidentally, all canning line motors are two-speed type, driving through V-belts working over adjustable sheaves. The center photo, taken in the power house, shows the two General Motors diesels which are the principal sources of power, with the main switchboard in the background. The right view shows the main cannery switchboard and some of the interior details of the Butler steel buildings. The entire electrical installation was planned, furnished and installed by Cascade Machinery Co.

Can Co. 1-lb. tall lines are served by three Iron Chinks, with Indexers. Canning lines include Canco fillers, followed by weighing machines and vacuum seamers.

Reforming line location is one of the points of difference from usual cannery practice. It is installed on the main floor of the cannery, parallel with the cannery lines, instead of in a loft.

The pack is processed in six 8-car double-ended retorts built by Reid Boiler Works, Bellingham. They have outside-locking, quick-opening doors. Retorting is controlled by Taylor instruments in an "S-1" system, which automatically records and controls the processing temperature.

Lightweight welded coolers, formed of small-diameter wire and hot-galvanized, are favored, and Mr. Bailey believes this type of cooler represents an important advance in salmon canning equipment. The plant is equipped with 1,000 of the Pacific type 4-wire coolers and 300 of the strap-iron type. The wire coolers were made by Pacific Wire Works Co., Seattle, weigh only about half as much as the older type, and have proven rugged and effective in service, with practically no maintenance required.

Retorts, processing instruments and cooler trays were furnished by Duncan Equipment Co., Seattle.

Two views of the power plant and electrical system installed in the Port Bailey cannery by Cascade Machinery Co. Upper picture looks past one of the General Motors diesel generators to the power plant switchboard.

Lower picture shows the electrical control station for the cannery. Each of the switches in the lower rows controls an individual motor in the cannery.

"Merry-Go-Round" Sliming Tables

Rotary sliming tables are a notable feature of the plant. This item of equipment was conceived by Don Mullis, foreman of Kadiak's Shearwater Bay cannery, where the first one built was installed in 1948. This table, and the others built since were all fabricated by Flohr & Co., metal fabricators.

The table, which is illustrated in an accompanying photograph, consists of a stationary outer ring with nine stations (as built for the Port Bailey plant). The fish are slimed on removable boards and finished salmon are placed in enclosed stainless steel chutes, which deliver them to elevators discharging into the filler bins. Water and waste material run down the side of the cone-shaped housing and drain into the chuck.

Inside the fixed circular sliming table is a shallow circular pan, onto which the fish are discharged by elevator from the Chink. This pan slopes outward, with a low rim, and rotates at about 1.5 rpm, continuously presenting the fish to the slimers, who merely reach across their working surfaces and draw the salmon from the slowly-moving pan to the sliming boards.

The rotary pan is supported from

Powered by a 6-cylinder GM Series 71 Diesel, "Mary M" was designed by Tams, Inc., and built by Diesel Engine Sales Co., St. Augustine, Fla.

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"The General Motors engine operated very satisfactorily at all times," writes Captain Allen. "In 30 years' Diesel experience, the engine on the 'Mary M' is the only one I have seen that performed 6000 to 7000 miles requiring no attention other than changing oil and filters. On arrival at San Diego, no service was needed beyond checking valve clearance and injector timing.

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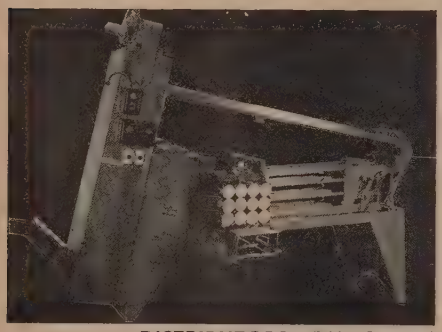

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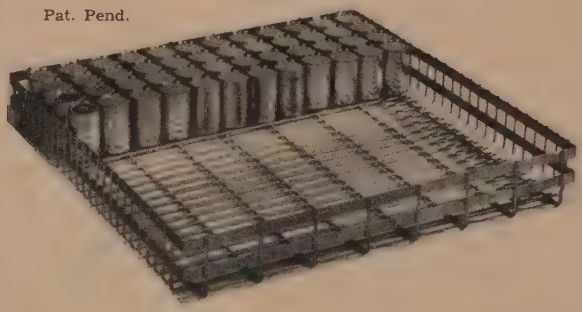

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A Kadiak tender discharging at the fish-receiving side of the Port Bailey cannery; with a typical Kodiak Island jitney seiner in the left foreground. *Photo by Dr. William F. Thompson.*

below on a thrust bearing; and is turned by a shaft from above, a ½-hp motor providing power through a reduction gear.

Rotary Sliming Advantages

Water for sliming is furnished by a circular header, from which radiates pipes tipped with faucets and hose above each of the sliming stations.

Advantages of the rotary sliming tables, as they have worked out in service include:

1. Negligible power requirement.

2. Elimination of conveyor belts and pulleys, with their complication, cost and need of adjustment.

3. Simplicity of cleaning — as all surfaces with which fish or gurry come in contact are smooth and readily accessible.

Another feature: no stack. The Port Bailey boiler is located beside the retorts and is an Acme 400 hp water-tube boiler with automatic burner and a short stack, made possible by the blower-forced draft. This lack of evident stack is one of the unusual aspects of the cannery as viewed from without.

Warehouse Wholly Mechanized

Mechanization of the warehouse functions at Port Bailey has been carried to an advanced point. Hyster fork trucks are used throughout for all handling tasks.

Cooler trays of cans from the processing retorts reach the warehouse after passing through an 80′ cooling tank running at right angles to the canning lines. Tank cooling

IT HAS BEEN A PRIVILEGE . . .

for us to assist the very capable staff of the Kadiak Fisheries Co. in the selection of equipment and the electrical construction of the splendid Port Bailey cannery.

FAIRBANKS-MORSE Motors and Pumps
FALK Speed Reducers and Couplings
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CASCADE MACHINERY CO.

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can be supplemented by air cooling in the 15′ covered passage-way between the two warehouse buildings.

In the warehouse the coolers are discharged on a Chisholm-Ryder "New Way" tray inverter, from which they pass to a "New Way" feed table, which aligns the cans and delivers them to a Chisholm-Ryder "New Way" two-tier caser, which automatically fills both tiers of the case at the same time.

Filled cases pass directly to a "Packomatic" case sealer with automatic code printer which marks both sides of the case. This case sealing unit was manufactured by J. L. Ferguson Co., and with the tray inverter, feed table, and caser was furnished by Duncan Equipment Co., Seattle.

Cased salmon is stacked and handled in the warehouses by Hyster fork trucks.

Building a new plant, and with buildings and equipment of steel, Kadiak management placed heavy emphasis on sanitation in materials, arrangement and ease of cleaning.

The steel plate fish bins are a case in point. The bins were payed with red lead after being erected, and are painted over regularly.

Another item is the ice machine, a Knowles belt - ice manufacturer which produces a steady supply of uniform ice flakes for use aboard the tenders when weather is warm or there is necessity of hauling fish for any considerable distance.

Modern, Efficient, Dependable

Port Bailey was the first major salmon cannery to be built following the war. Although there were still some problems of availability, generally complicated by the necessity for speed, most of these were worked out and it was possible to build and equip the cannery to high standards and modern concept of a food packing plant.

Fundamental factors in the rebuilding of Port Bailey, as Kadiak management sees it, were men and their energy, their courage, loyalty and enterprise — rather than the materials and equipment with which they had to work. And the key men came from Kadiak's own crew.

Although everything about the Port Bailey cannery was required to be of the best, the plant is without eccentric features. It was planned to be a thoroughly modern, thoroughly efficient, thoroughly dependable unit. It was built without stint or corner-cutting — and equally without extravagance.

Herring Conference Called by F.A.O.

Technical problems involved in the processing of herring will be the principal topics discussed at a meeting of delegates from 12 countries, called by the Food and Agriculture Organization of the United Nations to meet at Bergen, Norway, Sept. 24-29.

Lack of Interest Chills Shrimp Inspection Plan

Lack in industry interest in the voluntary shrimp inspection plan offered by the Food and Drug Administration has resulted in shelving the project, according to an announcement by Dr. P. B. Dunbar, commissioner of Food and Drugs. He says no regulations will be promulgated unless he receives written requests for the inspection from a "substantial portion of the industry."

Food and Drug proposed this expansion of its operations immediately after Congressmen Clark Thompson of Texas introduced a bill which would authorize establishment of voluntary frozen food inspection by the Fish and Wildlife Service.

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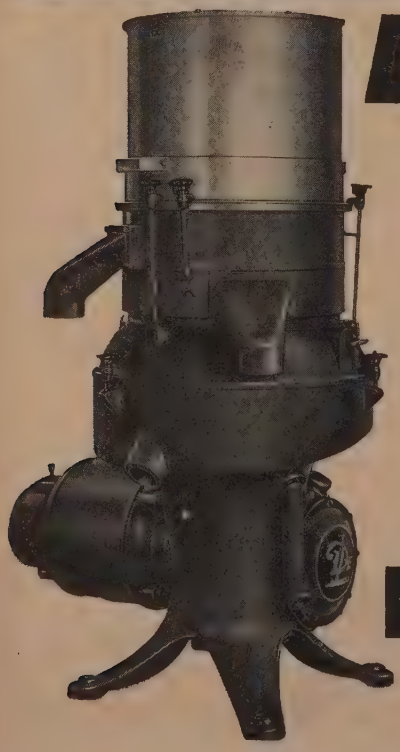

De Laval "Nozzle-Matic" Separators and meal recovery centrifuges remove oil and meal from stickwater prior to evaporation and do it so thoroughly that a better quality fish soluble is produced. Moreover, so efficient are the De Laval centrifugal machines that the fish solubles are produced most economically.

The De Laval "Nozzle-Matic" is also well-known as the foremost separator used in the reduction phase of fish processing, for the production of the greatest yield of high quality oil.

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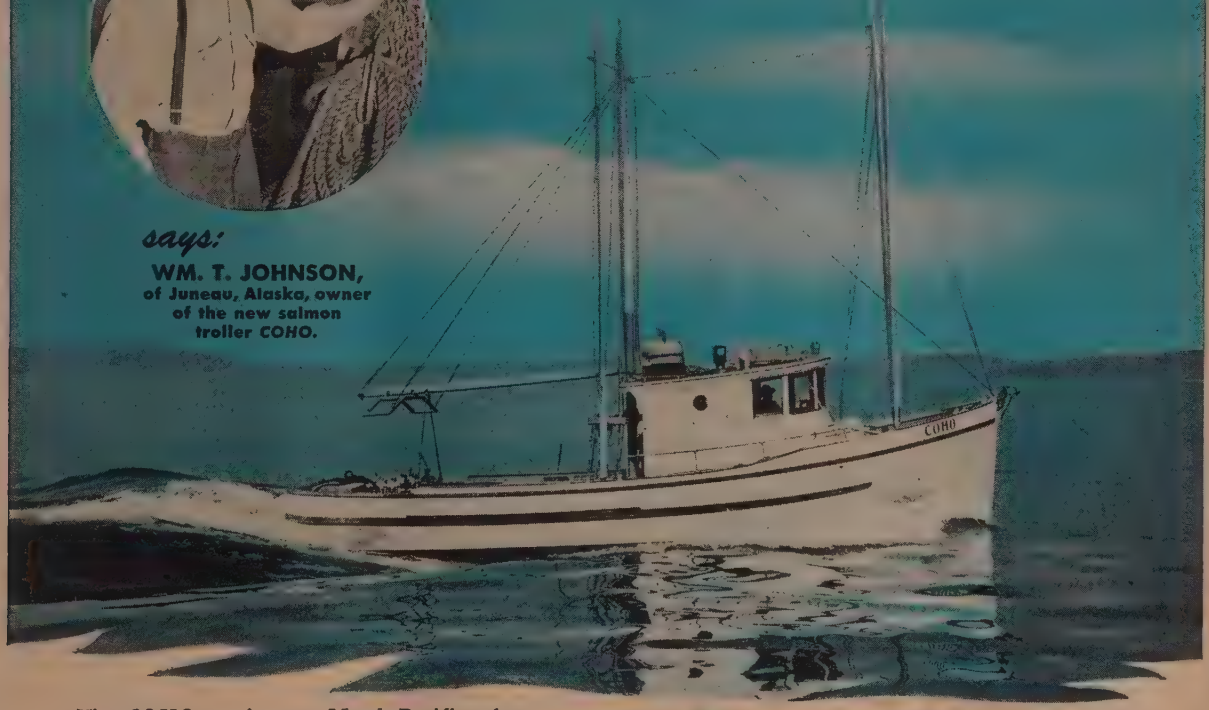
NORDBERG "...a good power plant for a commercial fisherman..."

says:

WM. T. JOHNSON,
of Juneau, Alaska, owner of the new salmon troller COHO.

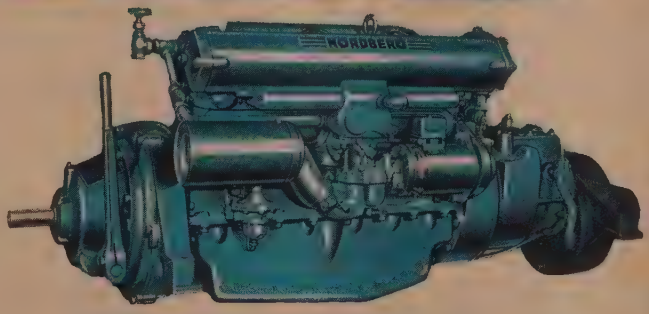


The *COHO*, a trim new North Pacific salmon troller fishing in Alaskan waters, is in the capable hands of her owner-skipper, Wm. T. Johnson.

Dependable power for this sturdy 36-ft. hull is provided by a husky Nordberg Gasoline Engine, turning a 32" x 24" propeller through a 3.32:1 reduction gear. This engine has a front-end clutch power take-off which drives trolling gurdies aft and an anchor windlass forward.

Speaking further about his Nordberg power plant, the skipper adds . . . *"I like particularly its convenient design . . . it provides lots of power for the boat."*

Here, again, is further proof of the increasing popularity of Nordberg Gasoline Engines among commercial fishermen from coast to coast.



NORDBERG GASOLINE MARINE ENGINES are built in 3 heavy-duty 6-cylinder models from 50 to 135 H.P., for direct drive or with reduction gear ratios of 1.88, 2.44, 3.32 and 4.12 to 1 . . . all with STA-NU-TRAL Clutches. Get full particulars from your nearest Nordberg representative, or write for Bulletin 143B.

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Fisheries of Chile Abound In Opportunity

American enterprise, backed with some capital and sound know-how, can find abundant opportunity in the developing fisheries of Chile, according to Milton Lobell, Former Seattle man, who has had six years of experience in that country. Mr. Lobell was in Seattle in July, following the death of his father. He returned to Chile before the middle of the month.

Mr. Lobell formerly was with the U. S. Fish and Wildlife Service. He was a member of the party which surveyed the Peruvian fisheries before the war, and was in charge of the FAWS survey group sent to Chile in 1944. Following completion of that work, he left the service and became a fisheries consultant to the government of Chile. Subsequently he went into private business as a fisheries consultant and operator, with headquarters in Santiago.

He says that the Albacore, Yellowfin, Skipjack, bonito and sardine fisheries are substantial and offer real opportunities, which are being grasped by Europeans.

Fishing is done largely by means of small boats, with tuna taken principally by trolling; sardines by small ring nets; and bonito by gillnet. Hake are fished for reduction by means of trawls.

Mr. Lobell's experience in Chile has convinced him that the Pacific tunas feed relatively close to continental shores, and that major fisheries based upon large productions will develop as continental rather than oceanic enterprises.

He says that Chile imposes no serious strictures upon immigration, nor upon export of industrial profits.

Tuna Duty Due to Double As U.S. Takes Firm Position

Duty on imported canned tuna in oil will rise automatically from 22½% ad valorem to 45% at the end of 1950, unless a new trade agreement affecting this rise should issue from the Torquay conference scheduled for September.

This expected rise in tuna duty results from the United States' recent denunciation of its reciprocal trade agreement with Mexico. The action was taken by the Department of State in the first show of firmness marking the United States' foreign trade policy. It followed failure of Mexico to live up to the provisions of the trade agreement, as well as actions by which those provisions were contravened.

Only two fishery products were affected by the denunciation: canned tuna in oil, on which the duty will be doubled; and fresh or frozen shrimp, which was previously bound on the free list, but after Dec. 31 will merely enjoy duty-free status with no obligation on the part of the United States to maintain it so. Action of Congress would be required to impose a duty on shrimp.

Although as matters now stand the tuna duty will double at the end of the present year, it is perfectly possible for any country producing canned tuna to go into the Torquay conference and ask a new trade agreement, continuing a reduced rate of duty. Observers in Washington, D. C., point out that such a request could be granted by this country without adversely affecting our firm position with respect to Mexico, inasmuch as Mexico does not export to this country any material amount of canned tuna. Japan, Peru and Portuguese Africa would be the principal present beneficiaries.

Concentration of import shipments of canned tuna into the late summer and autumn months is to be anticipated, unless the Torquay conference should reverse the situation resulting from denunciation of the Mexican agreement.

Really Taking Tuna

Skipper Joe Marques of the tuna clipper *Normandie* really hit the jackpot at the Galapagos Islands on the last trip. In 72 hours of fishing — not consecutive — 416 tons of straight Yellowfin was taken aboard. Then the clipper came home, to gladden the heart of Capt. M. O. Medina, principal owner, and to unload at French Sardine Company, Terminal Island.

Possibilities of export trade in Pacific Fish products formed the subject for this Seattle conference in July of three Vendsyssel & Co. leaders. A. M. Vendsyssel, head of the house in Copenhagen, left; F. A. Hansen, American representative, center; and Barge Kehler, Brussels manager.

Seining in Naval Danger Zone Studied

Fishermen's Cooperative Association of San Pedro, under its new manager, John Real, has been conducting negotiations with naval personnel of the Pt. Magu Naval Air Missile Test center, to find a reasonable solution as to how purse seining may be carried on in this danger zone, north of San Pedro.

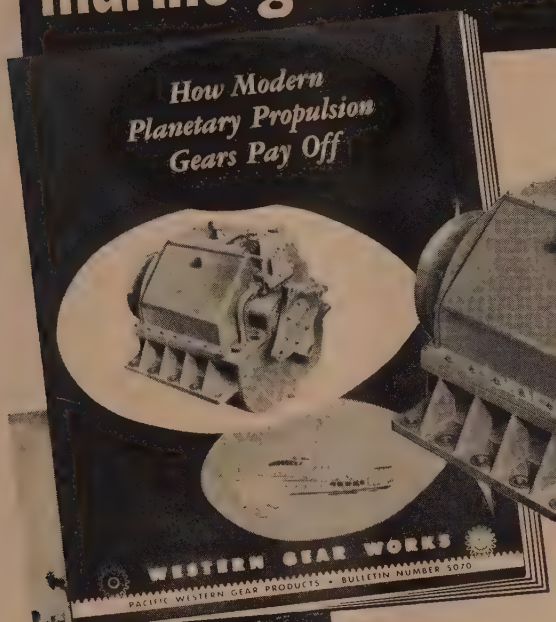
Showing fullest understanding of the problem, the Navy has pledged assistance to cause the least interference possible with fishing operations in the firing zone. The Navy has also prepared danger zone charts for distribution to the purse seine and lampara vessels, and which are available at the Coop headquarters at Berth 73.

Want Noyo Breakwater

The fishing industry of Fort Bragg is working to get the money from Congress for the proposed Noyo Harbor breakwater.

Heading the committee is Ray Welsh, IFAWA secretary. Other members are Louis Cavallini, A. Paladini Inc., branch manager, and Frank Hyman, United Boat Co., and United Fish Co.

are you up-to-date on marine-gear information?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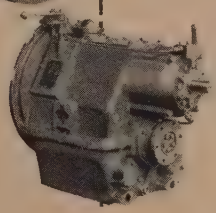
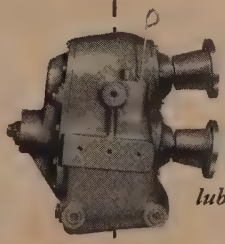
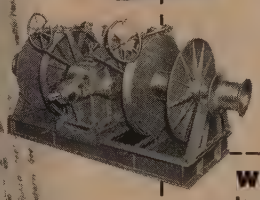
PLANETARY PROPULSION GEAR *This modern planetary marine propulsion gear is available for engines from 600 hp up. Sizes up to 50,000 hp have been built. A Pacific-Western planetary propulsion gear saves weight and space.*



REVERSE AND REDUCTION GEAR *The Western Marine reverse and reduction gear is available in sizes up to 500 hp, ratios 1-1/2:1 to 4:1. It provides the great advantages of fingertip shifting, easy remote control, automatic lubrication. Eliminates stopping and restarting engine for reversing. Permits R and L screw rotation with two right-hand engines. Power take-offs available.*



VEE-DRIVE *The Western Marine Vee-Drive is available in many ratios, for engines up to 200 hp at 3200-rpm input. Features quiet operation, built-in pressure lubrication, and water-jacketed housing.*



TRAWL WINCHES *A full line of new improved trawl winches is available for bottom-fishing vessels.*

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Ocean Closure Held Vital To Sustained Sockeye Yield

Ocean fishing for Sockeyes off the Strait of Juan de Fuca prevents scientific control of catch-escapement ratios, and would make a sustained yield program impossible, the International Pacific Salmon Fisheries Commission declared this summer in justifying its order closing ocean fishing for Sockeye from July 1 to August 31.

In deciding to regulate Sockeye fishing in outside waters, the Commission considered the following factors:

(1) The Commission's two primary responsibilities under the Treaty are (a) to assure rehabilitation and maximum production consistent with conservation, and (b) to obtain equal division of the catch between the two countries.

(2) The Commission has carefully worked out methods for determining the catch escapement ratios in relation to increased efficiency of gear and increased intensity of the fishery. These methods must be followed in order to receive a proper escapement to the spawning grounds. Previous years have shown beyond question that substantial catches of Sockeye salmon can be made in outside waters, but it does not seem possible, at least with present methods, to interpret the effect of such catches with any degree of accuracy. Hence the entire escapement schedule of the Commission would be imperiled if these offshore catches are allowed at this time.

(3) The fishing fleets of both countries have now demonstrated that they are fully capable of taking more than the entire allowable catch of Sockeye in inside waters alone.

(4) Identification of the various races of Sockeye is not possible in the offshore area and scientific control of the catch-escapement ratios would require reduced catch allowances to guarantee sufficient escapement. The Commission is endeavoring to allow maximum utilization on a sustained yield basis and this could not be done with the offshore operation.

The order and regulation of the commission applies only to the nationals and inhabitants and vessels and boats of the United States and Canada, according to the action taken at the Washington meeting.

Among the pictures picked at Salmon Bay in June as the Alaska herring fleet was making ready for the north were these centering around the successful seiner *Cape Karluk*, owned by Cape Karluk Fisheries, and fishing for Wakefield Fisheries at Port Wakefield. She was newly equipped this spring with the Union diesel shown in the view at the upper right, a 6-cyl. machine developing 300 hp. at 470 rpm. In the lower right are the two principal owners of the vessel, Lee H. Wakefield, left, veteran herring operator, and Capt. Chris Langbakk, her skipper. In the lower left is seen the 40-hp. Union diesel auxiliary, and the chain drive through which it powers the big Canadian seine and strapping winch. In the foreground is one of the two Onan generators with which the craft is equipped, and also the Gardner-Denver compressor which keeps the starting air up. The main diesel is equipped with an Air-Flex clutch.

Van Camp's Sales For Year Reach $32,908,000

Van Camp Sea Food Co. paid a quarterly dividend of 30c a share on its common stock August 1. Gilbert C. Van Camp, president, announced that preliminary figures for the fiscal year ended May 31, subject to audit, showed net sales of $32,908,000, an increase of $435,000 over sales of the previous fiscal year.

Increase in dollar sales, Mr. Van Camp explained, has taken place even though there had been substantial price declines, and was accounted for largely by a 25% increase in the number of cases sold.

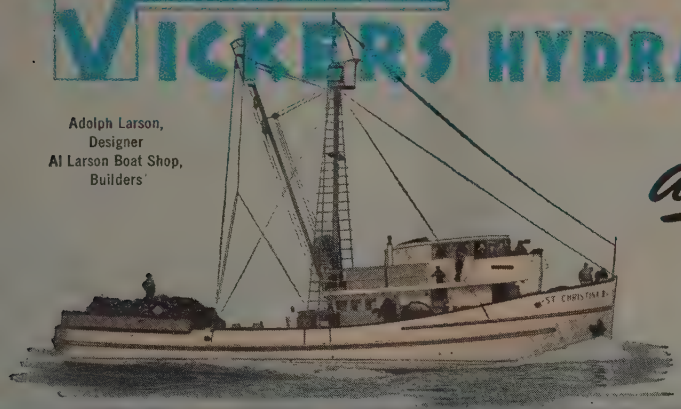
Net profit by the company after income taxes, was $1,434,000 or an increase of $265,000 over last year. This is equivalent to earnings of $3.25 per share on each of 425,000 shares of outstanding common stock after preferred dividends.

This compares with a per-share earning of $2.79 on 400,000 shares outstanding last year, or an increase of 46c. Current assets May 1, 1950, were $9,968,000, with liabilities of $3,230,000, leaving a net working capital of $6,738,000 as compared with $4,559,000 a year ago.

"Spicewood" Brings Tuna

The Van Camp freezership *Spicewood* brought a full cargo of approximately 500 tons of frozen tuna, largely Yellowfin, to the company's cannery at Astoria, Ore., late in June. The tuna was received by the vessel from fishing craft in Central American waters.

VICKERS HYDRAULIC EQUIPMENT



Adolph Larson,
Designer
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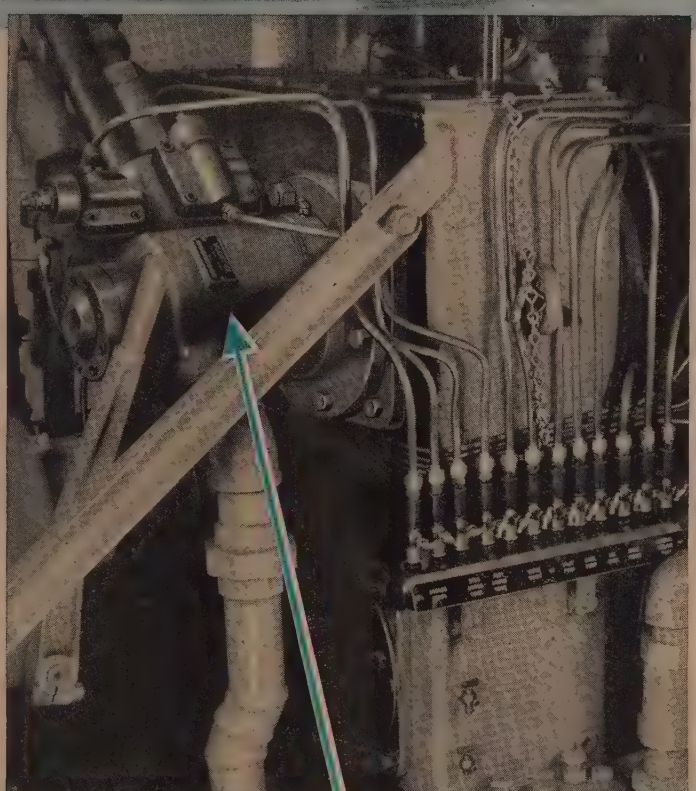
adds 10 TONS

TO CARGO CAPACITY



Arrow points to one of the Vickers pumps that supply hydraulic power for all auxiliary equipment. Space-saving Vickers pumps and their drive gear case are located in engine room.

Also

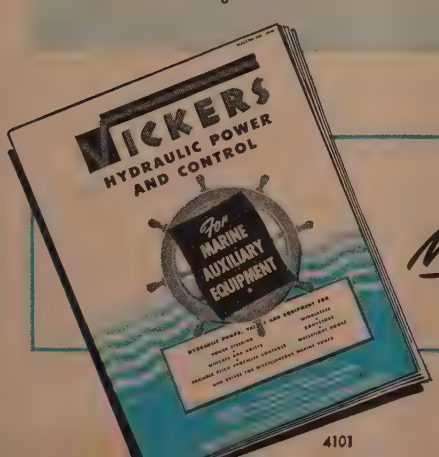
Simplifies

OPERATION ON TUNA SEINER ST. CHRISTINA II

Seine and anchor winches, two ammonia compressors, air compressor, four refrigeration brine pumps and various other auxiliaries are operated by Vickers hydraulic (oil) equipment. The hydraulic mechanisms are so compact that all auxiliary drives are located in the engine room of the St. Christina II . . . saving enough space to add 10 tons to cargo capacity.

In addition, Vickers hydraulics makes operation more simple and easy. For example, drums on the seine winch are separately driven . . . either drum may be varied in speed independently of the other. Control requires only shifting of a lever.

The St. Christina II is typical of Vickers accomplishments in the operation of marine auxiliary equipment. Other Vickers hydraulic power and control systems for hoists, watertight doors, power steering, conveyors and other auxiliaries have the inherent advantages of smooth, stepless speed control, flexibility, self-lubrication, remote control, overload protection, safety and exceptional compactness. Another advantage is that Vickers hydraulic equipment is not affected by external moisture. A wide range of capacities provides for circuits of almost any scope. Ask for a copy of new Bulletin 3940.



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. . . and learn how using Wynn's Friction Proofing Oil on *all* your machinery can cut your power bill.

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SARDINE FILLETS
SMOKE FLAVORED
These other fine canned fish products developed in the Sea Knight Laboratory and Kitchen are available at your grocers:
FANCY TUNA
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TUNA
"SEA PRIDE" Brand
TUNA FLAKES 'N CHUNKS
"CALISTAR" Brand
SARDINE FILLETS
"SEA KNIGHT" Brand natural sardine fillets are adaptable to many fresh fish recipes and salads.
SARDINES IN TOMATO SAUCE
"SEA KNIGHT" Brand whole sardines are specially selected for size and quality, packed in convenient 8 ounce cans in wholesome tomato sauce.
JACK FISH FILLETS
"SEA KNIGHT" Brand jack fish fillets packed in tomato sauce. You'll enjoy the excellent flavor of this pack, and its varied uses. Makes a tasty fish cocktail, or a surprisingly tasty entree.
DEVILED FISH SPREAD
"SEA KNIGHT" Brand deviled fish spread for canapes and hors d'oeuvres. In the convenient 3¼ ounce can.

SMOKE-FLAVORED FANCY FILLET "SARDINETTES" WIN CONSUMER O.K.

From the Southern California sardine industry has come a new pack of sardines fit for a gourmet, the Terminal Island Sea Foods Ltd. "Sardinettes," in the form of fillets natural and fillets smoked. The oblong pack is a product of the Sea Knight Laboratory, developed by G. H. Clark and H. C. Davis of the Terminal Island firm.

The company is now conducting weekly demonstrations of the palatability and protein-rich qualities of the pack in major chain sotres in Southern California, with television shows twice a week to supplement the store merchandising. Major chains in New York and New Jersey are now featuring "Sardinettes" which are meeting with a fine consumer response in all cases.

The sauce in which the sardines are packed is one of the reasons for the popularity of the Sea Knight product. The formula is a Laboratory exclusive and includes the addition of ginger to the soy bean oil. Pyroligneous acid, or liquid smoke, accounts for the smoke flavor. The "Sea Knight" method of packing the sardines in layers gives an attractive appearance desired by consumers.

The procedure of canning the pilchards begins with the scaler. The fish are split on three fillet machines of the type for which a patent is held by the H. A. Irving Co., San Francisco. The fish are first placed by hand in the cups of the cutting machine where heads and tails are removed, then passed, belly up, to the two circular blades which split the fish, remove backbone and viscera.

The fillets are then carried to a holding tank; from there they go to the hand-pack line. From the exhaust box, at which is stationed an inspector, the procedure calls for draining of excess oil, after which comes the addition of the sauce, which is prepared in 50-gallon barrels in the Sea Knight laboratory. The sauce, kept hot in a large vessel, is added by the standard whistle valve, or sauce feeder. But before the cans are sauced, two inspectors must check fill and pack. Following standard procedure, the cans are then washed and sent to the retorts.

In keeping with the general eye-appeal of the pack, each can of "Sardinettes" is wrapped in cellophane by the use of two Knapp-Wrapp machines, manufactured in Los Angeles. Western Lithograph company supplies the labels which are applied in standard fashion and also topside of the oblong American can, over which appears the cellophane wrap. The top label is a reproduction in natural color of a sardine fillet.

"Sardinette" tins emerging from the Knapp-Wrap machine in the Terminal Island Seafoods Co. plant after being wrapped in cellophane.

Canco Names Matteson, Stolk to Sales Posts

J. F. Matteson has been appointed by the American Can Company as assistant manager of sales for the Pacific division, according to an announcement today by C. W. Roberts, vice president in charge of the division.

Mr. Matteson, who had been serving as a sales division manager, is succeeded in the latter post by R. C. Stolk, formerly sales manager at Los Angeles for the Southern California district.

A. Black succeeds Mr. Stolk.

New Casing Line

Southern California Fish Corporation, Terminal Island, last month was installing a new casing line, and has purchased a Reed ½-lb. can unscrambler from United Sales & Engineering Company, Los Angeles.

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PACKAGING THAT CATCHES NEW MARKETS FOR FROZEN FISH AND SHRIMP!

MARATHON'S FROZEN FISH PACKAGES *PROTECT* AND *SELL* YOUR PRODUCTS!

Marathon's Snow-White Laminated Cartons protect the "just caught" flavor and freshness of frozen fish and shrimp for months . . . let you sell your catch when the market is best! These pre-glued, quick set-up cartons step up packaging line efficiency. Marathon, long a leader in packaging development for frozen fruits and vegetables, now offers the same high quality in frozen fish packaging. For *your* products, use this convenient frozen food packaging that housewives *know* preserves fresh goodness!

Marathon's Eye-Catching TYTON* Overwraps sell your fish and shrimp with appetizing, true-color pictorial reproductions—executed and roto-printed by Marathon specialists. The brilliant designs attract self-service shoppers, identify the product and brand at a glance, and win *impulse* purchases. TYTON* Overwraps are specially waxed for quick, positive heat-sealing . . . sparkling gloss finish . . . *extra* protection!

*Reg. U. S. Pat. Off.

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FOOD FISH MARKETING

News and Views of National Trade in Fish and Shellfish

New Salmon Market Finds Shelves Bare of Old Pack

Presstime found the market in the making so far as canned salmon generally is concerned. Not a lot could be written at that time, with the Bristol Bay pack not yet complete.

Up to that time, 1950 salmon had moved in consumption nicely, but of course quantities for distribution were insignificant.

Copper River Sockeye talls had long since been gone, cleaned up at $28.50 and $29. The Copper River Sockeye halves, priced firmly at $16.50 from the first, commanded more interest as the talls disappeared, and were showing signs of scarcity at time of writing, with sellers' offerings subject to confirmation.

Tall Reds from the first Alaska districts to deliver were offered in advance of arrival at $28, guaranteed against the packers' own openings, and on floor stocks for 60 days after arrival.

New pack Chums in talls were quoted at $15.50, also in advance of delivery.

At presstime the few packers who still had Pinks were sweeping the warehouses to get enough goods to cover tail-end business. Most sales were at $16.50; some at $17. One packer well into July was still selling his own advertised brand at $16, and turning down offers from others for other labels even at $16.50.

Some sellers are known to have purchased Pinks at $16 or above to cover short sales made last spring at $14.75 for future delivery.

Mild Cure Pack and Prices Alike Reflect Inflation

Fancy prices and an inflation-minded market had produced a pack running well above 5,000 tierces of mild cured salmon by presstime, more than 2,000 tierces above even date in 1949.

The fishermen were still working for all they were worth, and prices generally held at what some factors called the "senseless level." The Alaska buying level was somewhat lower than in June, but hung around 35c, while at Seattle offers were creeping up again toward the season's bonanza bidding.

California curing had slacked off after its early burst at Moss Landing when some of the northerners raided far south with their knives and salt.

No weakness was evident among sellers late in July; but, as one man said, "When you have your neck stuck away out you just can't get weak and live!"

At that time Albacore were beginning to hit along the Oregon coast, and that event was bound to bring some diversion of the more capable vessels from spoons and plugs to jigs and squids as trollers turned from lunkers to longfins.

Smokers evidently found a market for good smoked salmon even at peak prices, inflation appearing to affect the fancy items first and most markedly.

Menzies Father and Son Advance with Parrott

The elevation of R. H. Menzies to chairman of the board of Parrott & Co. caps a 58-year career with one of the West's oldest wholesale and importing firms.

Succeeding him as president is his son, John M. Menzies, who advances from the post of vice-president. Louis M. Cole moves up to the vice-presidency of the firm.

The elder Menzies joined the firm in 1892 as a junior clerk. Eighteen years later he was elected vice-president. In 1914, he became president, a position he has held up to this week.

John M. Menzies, who advances to presidency of Parrott & Co., Pacific food brokers and distributors.

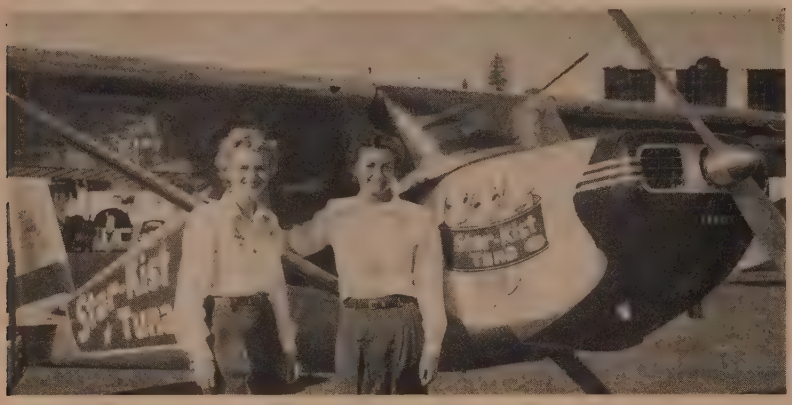
His term covers a little more than half of the corporate life of the company, for Parrott & Co. was founded by John Parrott in Mazatlan, Mexico, in 1840.

Parrott came to San Francisco in 1849, shortly after the gold strike. In 1855 he formed the banking firm of Parrott & Co. Meantime, Parrott and William F. Babcock joined the mercantile firm of Alsop & Co., an affiliate of an old New York firm.

The banking house of Parrott & Co. was sold to the predecessor of the present Bank of California in 1870. The same year, Alsop & Co. became Parrott & Co. when the New York partners withdrew.

The company set a number of precedents in its colorful history. It was the first firm to import coffee on the Coast. As far back as 1858, it brought a cargo of white sugar, rice, coffee and pepper on the barque *Lucy L. Hale* from Siam.

MARCEL C. SCHWARZ, president of Schwarz Fish Co., Sheboygan, Wis., reports that *WILLIAM M. McCLAIN* of Wm. M. McClain, Inc., Philadelphia, was elected a director of the Schwarz company at the annual meeting this spring. The Schwarz concern engages actively in fish wholesaling, with a retail department.



"Star Kist," sponsored by French Sardine Company, Terminal Island, placed third in the San Diego to Greenville, N. C., light plane race for women pilots. The race was run by the San Diego chapter of Ninety-Nines, an organization of women pilots. Shown here are the pilot, Mrs. Aileen Pickering and co-pilot, Irma Story.

Pressure of Tuna Imports Severe on Domestic Trade

The Japanese canned tuna invasion of this country had moved to five fronts by early July, with the product coming into New York, Boston, Philadelphia, San Francisco and Los Angeles. It was estimated that 350,000 cases of the previously announced quota of 500,000 cases for 1950 had already come in, and movement of the summer catch from the far Pacific was only just picking up momentum.

In addition to White and Light fancy, two other grades hit the U.S. markets, Chunk style and Tonno. Chunks and Flakes, following the two-year old Southern California development of this pack, was to be expected; but Coast canners said tuna in olive oil was something brand new for the Japanese.

White Meat, solid, was being quoted, dockside, east or west coasts at $14.25; Light Meat, fancy, $11.25; Chunk style, light meat, $9.60; and Tonno, K. O. cans, at $11.25.

Thus, the American private label business was being attacked from a number of fronts as the second half of 1950 got under way. Although there were naturally some deviations due to distressed selling, private label was being quoted, f.o.b. west coast: Light Meat, fancy, $13.75; Standard, $12.25; Chunks and Flakes, $11.25; Grated, $10.25. West Coast packers of private labels were not quoting White Meat in early July.

Generally speaking, movement of canned tuna from the west coast picked up briskly in June and early July. Featured brands, such as "Chicken of the Sea," "Star Kist," "Breast O' Chicken" and "Bumble Bee" were reported strong in all markets, a tribute to the increased national advertising campaigns, this year the greatest in history of canned tuna.

Advertised brands were holding steady in price: Light Meat fancy remained with a spread of between $14.75 to $15.25, less allowances; Chunk style, light meat, $12.50 to $13.00. Packers of featured brands were reluctant to quote on Albacore in early July, due to a number of factors, principally the raw price to produce a White Meat pack competitive with the Japanese. It was believed opening quotations for the West Coast pack would be around $15.50 to $16.00; whereas the Japanese quotation was $14.25.

Canned bonito from Peru, expected this year to be available in considerably larger volume than last, was quoted at $10.00, solid pack, delivered at east coast ports. This had killed off the California pack, canners refusing to take bonito from seiners. To July 1 only 109 tons had been delivered in six months; and yellowtail fin was down to 574 tons total from last year's 1,487 tons for the same period in 1949.

Frozen Albacore from Japanese, delivered at West Coast canneries at $375, was arriving in larger quantity than last year, and it was reported committments by West Coast packers already totalled around 2,-500 tons.

Seattle Prices

Openly quoted prices current at press-time, f.o.b., Puget Sound Terminals.

ITEM	Per Case
Salmon—	
Alaska Red, 48/1 tall	$28
Pinks, 48/1 tall	$16.50- 17
Pinks, 48/2	$10
Chums, 48/1 tall	$15.50
Sockeyes, Copper Riv., 48/2	$16.50
Kings, Alaska, 48/1	$23
Cohoes, 48/1	$19 22
Cohoes, Col. Riv. 48/2	$13
Tuna—	
Albacore, fancy, 48/2	$15.50- 16.50
Albacore, chunks, 48/2	$11
Albacore, grated, 48/2	$ 9
Clams—	
Razor, 48/2	$14.85
Crabs—	
No Pacific crab quoted.	
Oysters—	
Pacific, 48 halves	$15
Pacific, 48 buffet	$16
Pacific, 48 E. O.	$18
Pacific, 48 tall	$26

(NOTE: Pacific oysters are quoted in cases of 48 tins, but usually are packed in cases of 24.)

Vancouver Canned Salmon Quotations

Openly quoted general commercial prices charged by packers to the wholesale trade at presstime, Canadian funds, f.o.b. Vancouver.

VARIETY	Per Case
Sockeye, 96/2	$35.00
Coho, 48/1t.	$20-23.50
Coho, 96/2	$22-25
Pink, 48/1t.	$15-16.50
Pink, 96/2	$18.00
Chum, 48/1t.	$12-12.50
Chum, 96/2	$14.00

These prices are for the 1949 pack, packers' stocks of which are now practically exhausted in all grades.

King Kold Line Now Includes Sea Items

The King Kold Kitchens, Inc., Los Angeles, have added two frozen fish consumer packages, one a "King Kold" shrimp from the Pacific Coast of Mexico, the other a consumer package of frozen cod. The company heretofore has specialized in frozen meat products for direct selling to the consumer.

Fortuna Foods Enters Shrimp Distribution Field

Fortuna Foods, Inc., is a new U. S. company formed last month to distribute throughout the country the production of Mexican Pacific shrimp, in both the 5-lb. and 12-oz. cartons, from the plants of Pesquera E Industrializadora de Guaymas, S. A., and Pesquera E. Industrial del Pacifico, S. A., headed by Hector Ferreira, administrador - director; and Fomento Maritimo, S. A., Silvano Perez Ramos, president, all of Guaymas.

W. W. Butler, Sr., Dallas, Texas, is president of the new concern; W. W. Butler, Jr., Los Angeles Provision Company, vice president; Clarence Bergren, treasurer; Henry Webster, secretary. Board of directors are: Edgar Bergen, of radio fame; the two Butlers and Mr. Bergren.

For the Ferreira companies, the brand names of packaged fresh frozen shrimp are "Guaymex," "Clearblue" and "Lolita." Brand name for a 5-lb. throw pack to be produced on the freezer ship *El Guaymense* has not yet been definitely decided. For General Ramos, the brands are "Cortez," "Amigos" and "Salud."

Some of the principal secondary distributors include: for the west coast, Fortuna Foods, Inc.; Chesebro, Robbins & Graham, Inc., and L. E. Beaird Co., Inc., New York; William M. McClain, Inc., Philadelphia; Atlantic Fish Market, Atlantic City; and Otto L. Kuhen & Co., Minneapolis.

San Francisco Prices

Openly quoted prices at presstime, f.o.b., San Francisco terminals.

ITEM	Per Case
Sardines, oval 48/1	$6.25- 6.50
Sardines, tall 48	4.35- 4.50
Squid, tall 48	4.25- 4.50

Astoria Prices

Openly quoted prices current at presstime, f.o.b., Astoria terminals.

ITEM	Per Case
Chinook, fancy, new pack, 48/2	$19.00
Chinook, do., advertised	$20.00
Chinook, fancy, 48/4	$11.00
Chinook, 1949, choice, 48/2	$13.00
Chinook, 1949, standard, 48/2	$ 9.50-$10
Chinook, 1949, pale, 48/2	$ 8.50

Edgar Bergen, kneeling at the right, recently flew his "Charlie McCarthy" plane to Guaymas to discuss with Hector Ferreira, left, standing, details of his new company, Fortuna Foods, Inc., which will distribute in the U. S. fresh frozen shrimp from Mr. Ferreira's two plants, and one of General S. Perez Ramos. Those in the picture, left to right: W. W. Butler, Sr., Dallas, president of the new company; Mr. Ferreira; William Clausland, Guaymas; Mr. Bergen; Henry Webster, secretary; Clarence Bergren, treasurer and Mr. Bergen's business manager. Not present, W. W. Butler, Jr., vice president and manager, Los Angeles Provision Company.

MERCHANDISING OF PINK SALMON ADVOCATED FOR NEW ENGLAND

A merchandising job needs to be done on Pink salmon in the New England market, according to William A. Mann, head of William A. Mann & Sons, who has been selling salmon in that area for many years. He writes Food Fish Marketing:

"Although hot weather has caused buyers to give consideration to their stocks of Pink salmon recently, we feel that Pink salmon has been neglected for some years past on account of the small differential in price between Pinks and Reds. We have to re-acquaint consumers with the fine quality and texture of Pinks.

"During the summer months this market consumes more salmon than in the other nine months of the year. We want to encourage the trade to rely more on Pinks this coming year in anticipation of a short supply of Reds.

"We have talked to the chains about advertising, and some of them are doing it. Moreover, there is a good spread, with Reds priced 69 to 73c at retail and Pinks 35c to 38c. But we want to reach the housewives more directly and we are using radio and trade magazine space to stimulate consumer interest in and knowledge of Pink salmon.

"Now if the packers will lend a hand by doing some advertising in the larger markets we feel that Pinks can regain a more even distribution with Reds in this area."

Canned Sardines Sold Out of First Hands

San Francisco market observers report that 1949-50 pack sardines are now completely out of producers' hands, and the market is strengthening.

This is the time of the year when the domestic market is good, but no fish are in Cannery Row warehouses.

There appears to be a backlog of export orders for the 1950-51 pack but it was difficult to find out what if any, actual quotations were.

Sardines in 1-lb. oval cans in tomato sauce were bringing $6.25-6.50, and talls were quoted at $4.35-4.50.

Something special in selling is given "Southern Seas" swordfish steaks in this Ralph's Market, which finds profit in participation in the Wilbur-Ellis Co. program of pushing this product in areas where swordfish has not been available before.

"Southern Seas" Swordfish Merchandising Noteworthy

Two years ago, Wilbur-Ellis Company undertook the marketing of frozen swordfish, which to most people in the United States was just the name of an untasted seafood delicacy. In the few markets where fresh swordfish had been available, substantial volume sales has been obtained, but it is in completely new territory that most promotion activities have been concentrated. Wilbur-Ellis is now selling "Southern Seas" swordfish in several eastern cities, and has more recently launched a promotion campaign on the Pacific Coast.

Extensive distribution of frozen shrimp, lobster tails, scallops and other products gives Wilbur-Ellis an established position in seafood marketing on the Pacific Coast. The company has offices in Los Angeles and Seattle, as well as San Francisco headquarters. For many years the organization has been engaged in importing and distributing a variety of products from all parts of the world.

Before any distribution outlets were established, Wilbur-Ellis Company made certain that an assured supply was available, of completely dependable quality. This was done by a complete system of inspection and supervision which controls swordfish production at the source, and insures uniform quality through quick freezing and careful handling in transit.

The introduction of a relatively expensive, comparatively unknown product in competition with all the seafood delicacies available on the Pacific Coast offered a definite challenge. This has been met by active sales promotion and advertising campaigns through both retail markets and restaurant channels.

When frozen swordfish was introduced in San Francisco, for instance, this product was so little known that many chefs didn't know how to prepare it.

The first requirement in western markets was establishment of distribution — through wholesale dealers and restaurant suppliers. These firms helped obtain retail outlets, but Wilbur-Ellis Company speeded this program by direct calls on both restaurants and market operators.

It was recognized that establishment of dealers was not enough, and that until swordfish became better known to consumers it would not move in volume through these outlets. Publicity, advertising and literature were all used to acquaint the public with swordfish. As women needed to know how to prepare swordfish, an attractive recipe booklet was prepared and distributed. About 200,000 of these booklets have already been distributed and are in wide demand from many parts of the country.

Home Economics editors of metropolitan newspapers were interested in published swordfish recipes and also announcements of the booklet, which have resulted in thousands of requests. Dealers were supplied with store signs and mats for their own advertising, as well as a supply of recipe books. All these factors combined to interest housewives in this new seafood product, so that sales have shown consistent gain.

It was also recognized that many people would learn to eat swordfish in restaurants, so both mail and personal contacts were directed to these institutions. Many are now featuring swordfish and have used table tents and other devices supplied by Wilbur-Ellis Company.

The appeal to restaurants is based on increased profits on swordfish, as compared to meat at current high prices. This is supported by pictures and statements of leading chefs and restaurant operators which have been obtained from a number of cities. Regular mailings are made to established lists of hotels and restaurants in all Wilbur-Ellis' swordfish markets.

Leading market chains, such as Ralph's and Market Basket in Southern California have cooperated in special swordfish promotions, using displays, recipe books and newspaper advertising. One wholesaler used large space advertising and set up a broad cooperative promotion with many stores participating, and a number of others made effective sales drives on swordfish.

In eastern markets, where swordfish is better known, major chains sell and feature this product regularly, until the volume is approaching that of any other single fish. This point is also being approached in Pacific Coast markets, and the campaign will have continued advertising and sales support.

Air-Lift Fish Meal Dryer for S. Africa

Paul A. Shaw, former California Fish & Game chief chemist, late chemist and research director, Terminal Island Sea Foods Ltd., left for Africa's west coast July 4 to supervise installation of a large air-life dryer in a reduction plant there.

Developed at Terminal Island by Mr. Shaw, and manufactured by P. & L. Welding Machine Co., Anaheim, Calif., the air-lift dryer, already in use in many fish canneries in this country and Canada, uses a system of low temperature drying of fish meal. Wilbur-Ellis Company, San Francisco, export representatives for the new-type dryer, handled negotiations for West Africa.

Packaged Shrimp Dinner Offered in California

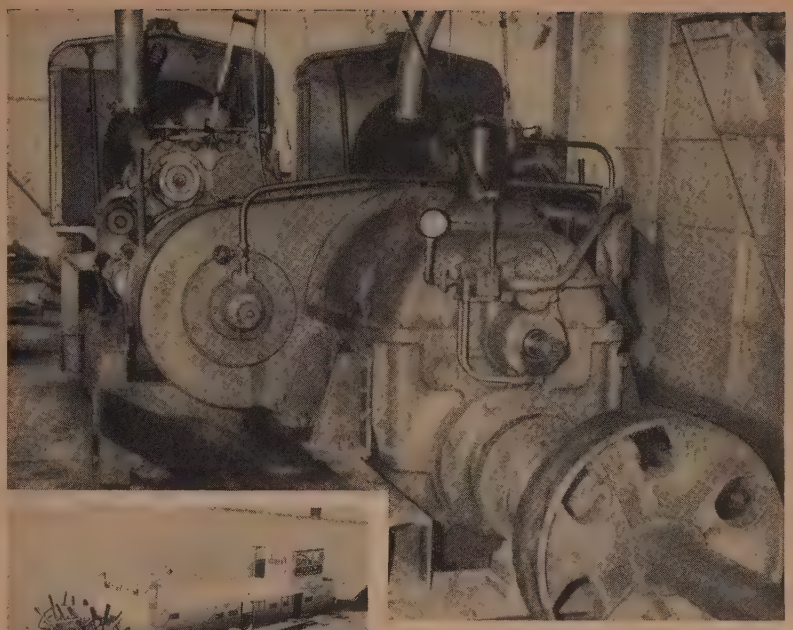
Shrimp Dinner, an interesting item in frozen shrimp packaging, was introduced early in 1950 by the McKown-Liston Packing Co. of Wilmington. The package contains approximately a dozen Pacific Coast Mexican shrimp, split and breaded, plus a dehydrated batter mix to which the housewife needs only add water before it reaches the frying pan. The new package bears the label of "Liston." The company specializes in the Shrimp Dinner and as yet produces no other fish products.

"Sea Pantry" Merchandising Packaged Frozen Fish

Under the catchy label of "Sea Pantry," two brothers are now merchandising frozen fish from their Glendale, California, office. The Sea Pantry Co. is presently labeling ocean perch, shrimp, sole and haddock, and it plans to handle a full line of eastern and western fish. The company does not process but purchases directly from producers of frozen fish. H. C. Erickson and H. E. Erickson are the brothers engaged in the new partnership.

Dempsey Plugs Tuna

In June, Van Camp Sea Food Co. consumer newspaper advertising featured a testimonial by Jack Dempsey: "This is a he-man sandwich, fellows, and this is the tuna my kids love!" The advertisement boosts the protein-rich qualities of tuna, its Vitamin and mineral content.



Hydraulic couplings balance the two engines and dampen out vibrations in the Bryce-M, now in service on the White River at Newport, Ark.

Twin Engines + Twin Disc = SMOOTH SAILING

One of the most unusual boats launched last year is the 68′ all-steel, stern wheel "Bryce-M," built, owned and operated by the Mobley Construction Company, Inc., Dardanelle, Arkansas.

Two high-speed Diesels drive into a Twin Disc Model MEC-301 Multiple Engine Hydraulic Unit.

"The Bryce-M has proved to be the smoothest and most dependable propulsion unit we have had the pleasure of operating and owning," says President B. Mobley.

For two engines driving one propeller shaft, the Twin Disc MEC-301 offers unparalleled advantages.

The hydraulic principle simplifies the problem of balancing the load on two engines. Power is smoother because cyclic variations and torsional vibrations are dampened.

Since there is no mechanical connection between the engines and the load, the hydraulic drive insures longer wear-life of both driving and driven equipment.

If your boat requires two engines, write today for information about the Twin Disc MEC-301 Multiple Engine Hydraulic Drive for the "smoothest and most dependable propulsion" you've ever experienced.

TWIN DISC CLUTCHES AND HYDRAULIC DRIVES

Clutches & Hydraulic Drives

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BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Can Requirements Contract Sustained by U. S. Court

Important point in the recent decision of the San Francisco federal court in an extended Department of Justice suit against the American Can Co. was the upholding of the principle of the requirements contract in the can industry for annual periods, according to a statement by C. H. Black, president of the company, who also points out that the court ruled against divestiture of the company's facilities for building and leasing closing machines.

He says further:

"In addition to asking for discontinuance of requirements contracts and divestiture of the company's closing machine business, the government counsel had proposed a series of other injunctions and restrictions which would limit the company's service. All of these demands the company vigorously opposed as not serving the best interests of its customers, of farmers, or of the consuming public.

"The decision recognizes the fact that the requirements contract protects canners and other container customers by assuring them of an adequate and reliable source of supply regardless of their fluctuating needs, without the financial risks and wastefulness involved in purchasing outright against estimates of unpredictable future requirements. Under the decisions requirements contracts are limited to one year's duration, a shorter period than has been customary in the industry.

"The judgment also permits the company to continue to provide closing equipment for containers and to continue the development and improvement of this type of machinery, which has led constantly to more efficient and economical operations in canners' plants with consequent benefits to producers and users of canned products.

"Pursuant to the direction of the Court the company will make closing equipment generally available on a basis of lease or sale and will also furnish its patents and 'know-how' to other manufacturers of such equipment.

"It is impossible to say immediately to what extent the changes inherent in the ruling may affect the company's costs, but there will be no interruption of its traditional standard of service."

Sanfilippo Corp. Formed To Pack "Smacklets"

Sam Sanfilippo, one of the partners in the Benicia Food Products Co., Benicia, Calif., which burned down several years ago, has organized Sanfilippo Corporation, Monterey, and will can sardines there this season.

Mr. Sanfilippo has leased from the estate of the late Angelo Lucido, a plant next to Magnolia Fisheries, and will pack his well-known brand of Smacklets, center cuts of sardines, in 10-oz. Eastern Oyster cans. American Can Co. cans and canning equipment will be used.

Offal from the canning process will be reduced in the plant of Magnolia Fisheries.

Collins Bros., San Francisco, have been appointed exclusive sales agents for the company's line of canned fish, including Smacklets, fish tenderloins, packed in natural oil, with no water added.

Westgate-Sun Harbor Company, San Diego tuna packers, now has the advantage of much deeper water at its unloading flumes. A large dredging program has given the adjacent water a low tide depth of 16', and this will permit much safer maneuvering for the larger clippers.

WHAT DIESEL DOES THIS DESCRIBE?

"... always does a good job ... sturdy and dependable ... doesn't break down ... costs very little to keep in perfect running condition".

Capt. Carl Edwards

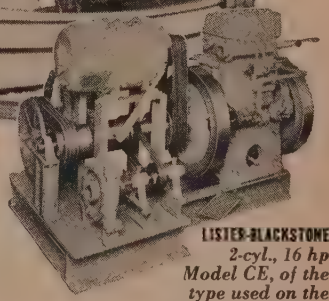
The **DON EDWARDS,** *Carl and Arthur Edwards, Owners, Seattle.*

Come alongside the crack clipper *Don Edwards,* operating from Seattle to Kodiak, and ask Capt. Carl Edwards. You'll get the answer pronto — LISTER BLACKSTONE. The brief facts are stated in Capt. Edward's testimonial above.

A boat like the *Don Edwards* demands rugged, economical auxiliary power . . . for battery charging, wash-down pumps, cargo winches. But ARE you familiar with how *little* it costs to get *loads of power* with a low-cost, long-life Lister-Blackstone?

NEW, REDUCED PRICES

Investigate this best diesel value for your dollar NOW. Propulsion and auxiliary units, 3 to 480 hp. Our engineers will give you facts and figures on an engine for your needs without obligation. Write us your requirements. Address Dept. P



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420 Lexington Avenue, New York 17, N. Y.

Parts Warehouses:
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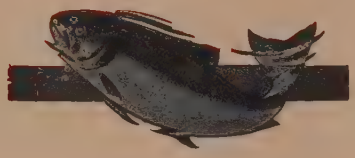

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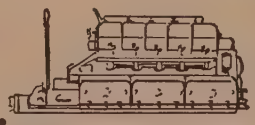
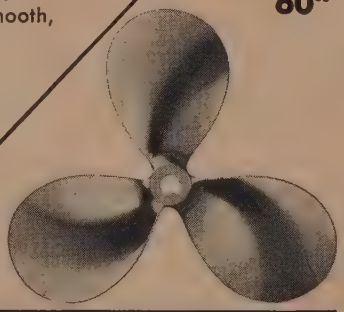
WHY CRIPPLE A GOOD ENGINE?...



. . . with an indifferently selected, inferior propeller? By consulting with your Federal dealer you can get a "TRU-PITCH" that's scientifically matched to your hull and engine requirements . . . precision built to convert every ounce of your power into smooth, effective thrust.

IN SIZES UP TO 60"

IT PAYS!



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FEDERAL PROPELLERS

GRAND RAPIDS 3, MICHIGAN

ALWAYS QUALITY DEPENDABLE

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SMOKED FISH PRODUCTS

Receivers and Distributors of
ALL KINDS OF FISH FOR SMOKING AND CURING
PACKERS MILD CURED AND FROZEN SALMON

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SEATTLE, WASHINGTON
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Ball-Band Boots for Longer, Comfortable Wear

Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

TRADE MARK

Look for the ® Red Ball on the Boot

BALL-BAND
MISHAWAKA · INDIANA

Calif. Canned Squid Find Ready Market

July 5 saw the first catch of California squid since August, 1949, with small landings in Monterey. Canners were paying fishermen $35 per ton for the mollusks.

Market observers said there was a ready market for the limited amount of canned squid available, which was selling for $4.25-50 per case. Trading was active in an effort by exporters to get shipments en route.

French Sardine Laboratory

French Sardine Company is establishing a laboratory in a separate building on Terminal Island 25′ by 27′ which is expected to be complete by the end of August, according to Nick Trutanich, manager of production.

The new laboratory is to have all modern scientific and technological equipment to do research work on fish canning and by-products, but mainly to maintain rigid controls on quality of production. Robert K. Pedersen, former Washington Department of Fisheries biologist will be in charge of the research department.

CALIFORNIA FISHERMEN'S UNIONS INDICTED OVER PRICE TACTICS

Two California fishermen's unions — International Fishermen and Allied Workers of America, Local 33, and Seine and Line Fishermen's Union, A. F. of L.— together with five leaders of the former and one of the latter, were indicted recently by Los Angeles federal grand jury on charges of actions in violation of the anti-trust laws.

Local 33 and at least two of the men named in the new indictments were convicted previously of similar charges. The earlier case was appealed to the United States supreme court, which this spring upheld the convictions.

The new indictments charge violations in connection with actions in connection with sardine and mackerel prices and production.

Labor leaders named in the indictments were: Jeff Kibre, Anthony Sokolich, Robert Petrich, Gilbert Zafran, George Ivankovich and John Calise.

Eureka Cold Storage To Build New Plant

Morris L. Hallmark, owner of the Eureka Ice and Cold Storage Co., Eureka, Calif., has announced that work is to start soon on a new ice plant at an estimated cost of $100,000.

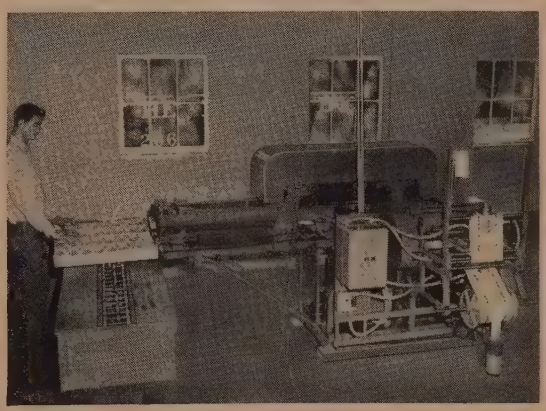
The new plant, plans for which have been pending for several years, is to be located on the Eureka waterfront. It will be built under the supervision of the Douglas County Lumber Company of Roseburg, Oregon. When completed the new facility will have a cold storage capacity of 50 tons.

The Eureka firm at present operates two plants which have been in use for many years, one on the waterfront and the other on Third street. Much of the equipment from the old plants is to be moved into the new, and the older establishment will be used for storage.

Speed up

YOUR WRAPPING OF FROZEN FISH

Our Model FF wrapping machine is used by leading fish packers everywhere. Wraps packages before or after freezing. Uses practically any type of plain or printed wrapping material, registered by electric eye. Rust-proof parts wherever product comes in contact with machine.



Model FF in plant of Theo. Weissich Fish Co., Eureka, Calif.

SPEED: 100 PACKAGES PER MINUTE
Quickly adjustable for various sizes

Write our nearest office for full information

FRED TODT COMPANY
Pacific Coast Representative
2021 So. Hill St., Los Angeles 7
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SPRINGFIELD, MASSACHUSETTS

BETTER SERVICE AT LESS COST... THAT'S WHY

Today it's Roebling!

YOU GET WHAT YOU WANT when you rig with Roebling Wire Rope . . . performance you can depend on . . . service that lasts longer and cuts down your costs!

Steel used in Roebling Wire Rope for Rigging and Trawler Lines is made in Roebling's own steel mill for utmost strength, toughness and long life under all conditions of sea and weather. Every step in drawing the wire and stranding is performed with painstaking care and by the most modern, precision machines. Roebling is the most famous name today wherever wire rope is at work, ashore and afloat.

There's a type and size of Roebling Wire Rope to meet your every requirement. Call on your Roebling Field Man to help you choose the right ropes for best service at least cost. John A. Roebling's Sons Co. of California—San Francisco—Los Angeles—Seattle—Portland.

ROEBLING

A CENTURY OF CONFIDENCE

New

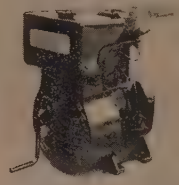
5, 8, and 18 horsepower DIESEL ENGINES

Thousands of these reliable Hallett and Lister-Blackstone Diesel Engines are operating today throughout the world to the complete satisfaction of their owners. Engines offered are brand new and available for immediate delivery. They are ideal units for pumping, marine propulsion, auxiliaries for ice machines, powering electric generators, or wherever there is a demand for economical power in the 5 to 18 horsepower range. Distribution list prices of these engines are considerably higher than the prices below, and the buyer is now offered substantial savings.

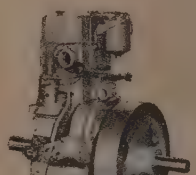
Hallett Model D2MS$_6$ 2 cylinder, 4 cycle, 18 horsepower @ 1500 R.P.M. marine propulsion unit. Complete with Electric Starter, Heat Exchanger, Pump and 2½ to 1 Reduction Gear. No special fuel required. Price, f.o.b. any Shepherd Store . . . **$1370.00**

Hallett Model D1-A, one cylinder, 4 cycle, 8 horsepower @ 1500 R.P.M. general purpose unit. Complete with Clutch, Electric Starter, Heat Exchanger or Radiator. No special fuel required. Price, f.o.b. any Shepherd Store **$752.00**

Hallett Model D2, 2 cylinder, 4 cycle, 18 horsepower @ 1500 R.P.M. general purpose unit. Complete with Clutch, Electric Starter, Heat Exchanger or Radiator. No special fuel required. Price, f.o.b. any Shepherd Store **$1071.00**



Hallett Model AC-1 AIR COOLED one cylinder, 4 cycle, 5 shaft brake horsepower and general purpose unit. Available with Enclosed Clutch with Power Take-off Shaft. No special fuel required. Price, f.o.b. any Shepherd Store, without Clutch **$319.00**



Lister-Blackstone Models CD and CE. Nordberg Manufactured. Model CD is one cylinder, 4 cycle, 8 horsepower @ 1200 R.P.M. general purpose unit. Model CE is 2 cylinder, 4 cycle, 16 horsepower @ 1200 R.P.M. general purpose unit. Clutches and Radiators are available at extra cost for both models if desired. No special fuel required. Price, Model CD, f.o.b. any Shepherd Store **$635.00**
Price, Model CE, f.o.b. any Shepherd Store **$890.00**

WRITE FOR COMPLETE SPECIFICATIONS AND DETAILS

SHEPHERD
DIESEL MARINE
ATLANTIC AND BANDINI BLVDS. LOS ANGELES, CALIF.
2031 EAST BELT STREET SAN DIEGO, CALIF.

Lazio Fillet Package Feature Patapar Label

Tom Lazio Fish Co., Eureka and San Francisco, has long been a leader in packaging and processing fresh fish.

A new development, according to Angele Intersimone, sales manager of the company and assistant to Tom Lazio, president, is the packaging of six individual flat packages of fillet in a 5-lb. carton for quick freezing.

Fillets packed are English, Dover, and petrale sole and rock cod. Choice fillets are packed by hand in approximately 1-lb. packages. First of all the packer lays down a cellophane wrap, on which she places face downward an attractive Patapar label in red, white and blue, printed by Paterson Pacific Parchment Co., San Francisco. On top of that she puts the fish.

The Patapar label, beside being most attractive, does not deteriorate, and is read at least twice — once when the purchaser picks the package out of the frozen food cabinet at the store, and a second time when she unwraps the cellophane and lifts off the Patapar label from the fish.

The Tom Lazio Fish Co. cannery room has been converted to a practically highly mechanized filleting line to pack these fresh frozen fillets, and according to Mr. Intersimone, they are meeting with ready acceptance all over the country, under Fancy California Fillets, Tom Lazio Fish Co.

Fillets of English, Dover and petrale sole and rock cod, being packed at the Tom Lazio Fish Co., Eureka, Calif., plant. First of all the packer lays down a cellophane wrap, then face downward she lays an attractive Patapar label in red, white and blue printed by Paterson Pacific Parchment Co., San Francisco, and then on top of this she puts the fish, wraps it up, and lays them six to a 5-lb. carton for freezing.

Tuna Clipper Wrecked

Olympia, San Diego tuna clipper, was swept ashore and wrecked recently on Santa Margarita Island, at the mouth of Magdalena Bay, Lower California. After a two-hour battle with huge waves, Skipper Manuel Madruga and his 9-man crew got safely ashore. One crew member, Anthony Agueda, suffered a badly cut foot. The 98-foot vessel, built in 1927, was owned by Joe Silveira.

PAULS

"LOCKNOT" NETTING WILL NOT SLIP

There's no chance of Pauls *Locknot* Netting opening or unravelling—though it was primarily intended for salmon gill nets, it is adaptable for shad and sea bass. *Locknot* is the only double knot netting that can be furnished in sizes of twine as fine as 30/3 cord linen. Once you try it, you'll be sold on its efficiency when you see how sawing at the knots (the point where greatest breakage is experienced with large catches) has been eliminated. A net made with 5½" mesh of 16/8 cord-linen Sturgeon twine stopped and held a 70-pound sea bass which is a mighty powerful fish. Why don't you drop in at your dealer and ask to see the famous PAULS *Locknot* LINEN NETTING . . . you will also find he carries PAULS regular line of Seine, Trap and Trawl NETTING, also made of the finest quality raw materials to assure long, trouble-free wear.

PAULS FISH NET COMPANY

MAIN OFFICE: 357 WEST OHIO ST., CHICAGO, ILL.

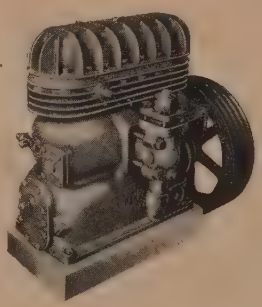
PAULS

It's Baker for the "John N. Cobb"

Named for a former editor of *Pacific Fisherman*, the new BAKER-equipped "JOHN N. COBB" is a most unusual vessel. Designed by W. C. Nickum & Sons, Seattle naval architects, and built by Western Boat Building Co., Tacoma, she will be operated by the U. S. Fish and Wild Life Service as an explorer.

BAKER Refrigeration Equipment includes two 5 hp Freon Condensing Units, one operating a sharp plate freezer for the experimental freezing of fish; the other providing refrigeration for the two cold storage holds. A 3 hp BAKER Freon Condensing Unit is connected to a brine tank for the experimental freezing of fish in brine. A ½ hp BAKER Unit is used for the galley and ship stores.

Skipper of the JOHN N. COBB is Capt. Sheldon W. Johnson; Chief Engineer is Lewis Card; and the vessel's exploratory work will be under the direction of J. G. Ellson, fishery engineer.



FOR THE LATEST AND BEST IN MARINE REFRIGERATION CONSULT BAKER'S PACIFIC COAST OFFICES

LOS ANGELES: 351 South Anderson Street
SAN FRANCISCO: 445 Bryant Street
SEATTLE: Northwest Baker Ice Machine Co., Inc., 1310 Airport Way
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BAKER AIR CONDITIONING AND REFRIGERATION

Zone-balanced *Engineered*

BAKER REFRIGERATION CORPORATION

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It's there when you need it...ship telephone service... for calls to the shore or to other ships. Keep in touch with home...with the office. Get regular reports, storm warnings. You'll get more work done, have more freedom, with radiotelephone service.

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NO CUT BAIT NEEDED

Large Flasher lures 'em up—they hit the Jigger Spoon trailed right behind the Flasher. No cut bait needed. Can be trolled fast without turning over. Jigger Spoon may also be used without the Flasher. Three finishes: in Brass, Nickel and Chrome Silver. Sizes 1 to 7.

FREE Samples Sent Upon Request. Mail This Ad

THE ENTERPRISE MFG. CO., AKRON, OHIO

PFLUEGER
(Pronounced "Flow-gar")
A GREAT NAME IN TACKLE

Albacore Are Tagged By Exploratory Craft

The FAWS exploratory vessel *John N. Cobb* in July succeeded in tagging and liberating Albacore off the Oregon coast.

So far as is known, this is the first instance of successful tagging of Albacore on this coast.

If it proves possible to tag tuna at sea without undue mortality, and later to recover the tags, a way may be opened for solving one of the principle riddles of the tuna: *Are the fish of mid-ocean members of different populations from those found along the coast?*

The tags consist of a pair of plastic buttons, one yellow and one red, which are attached to the fish by a nickel pin passing through the second dorsal fin, just above the back of the fish. The yellow disc bears a serial number and the words: U. S. Fish and Wildlife Service, Seattle. The red button says: "Exploratory Fisheries Section, U. S. Fish and Wildlife Service, Seattle, Wash."

The Fish and Wildlife Service asks that if any tagged fish are taken BOTH discs be sent to the Exploratory Fisheries Section, 2725 Montlake Blvd., Seattle, Wash., *together* with information as to the *location* and *date* of catching, the *length* and *weight* of the tagged fish, and any damage which the fish may show as result of the tag.

State's Offshore License Authority Is Upheld

The authority of the Washington State Department of Fisheries to require commercial licenses of offshore fishing vessels was affirmed in a July opinion by the state attorney general's office.

The opinion also held that crew members must possess a personal fisherman's license regardless of whether they are fishing in state or offshore waters.

Both issues have been contested by local fishermen, including trollers, draggers and long-liners, who operate in and out of state waters and land their catches at state ports. State waters are defined as those lying inside the 3-mile limit.

Director of Fisheries Alvin Anderson said that patrol inspectors have been instructed to collect the delinquent license fees immediately.

KENNETH N. BAKER, who for a number of years has been sales manager, Kettenburg Boat Works, has resigned and joined his father, *CAPT. R. H. BAKER*, master mariner at San Diego in operation of a navigation school.

IFAWA Taken Over Wholly by Longshoremen

IFAWA — International Fishermen and Allied Workers of America — went out of existence as a separate entity July 1, according to announcement by Jeff Kibre, who has been its secretary-treasurer since its organization.

With William Gettings, ILWU regional director, he announced that all IFAWA funds and other assets would be taken over by the International Longshoremen's and Warehousemen's Union. Headquarters of the ILWU will be established in San Francisco, with Kibre in charge.

Joseph F. Jurich, who has been president of IFAWA since its organization, will be chairman of the fishermen's division of ILWU; and also will become international organizer for ILWU in the Seattle regional offices, located at 74 Union street.

Schoettler Is Assistant Director of Fisheries

Robert J. Schoettler, formerly manager of the Baranof Hotel, Juneau; later a naval officer specializing in extraordinary missions; after the war a Puget Sound gillnetter; and more recently assistant to Governor Langlie of Washington; currently is assistant to Washington Director of Fisheries Alvin Anderson.

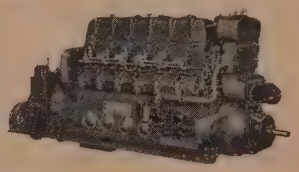
Fisherman calls it...

"a revelation"

The "Fannie C. Angeli" making knots with its new P&H Marine Diesel.

the New P&H MARINE DIESEL 2-CYCLE

This is the praise Allen Gollet, President of Freeport Fisheries, Freeport, Texas, and an experienced diesel user has for the new 2-cycle P&H Marine Diesel. His 50-foot snapper boat "immediately showed new speed and a response to control that was a revelation."

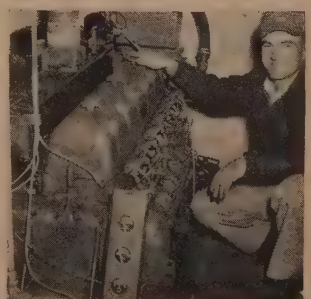


Six-cylinder, 2-cycle P&H Marine Diesel, 145 h.p.

Lighter Weight...Easier Servicing!

P&H Diesels with all major castings of lightweight, corrosion resistant alloys combine lower weight per horsepower with operating efficiency that puts more profits in your fishing. These are advanced diesels — with an ease of servicing that's unmatched by any other. In just 40 minutes you can replace an entire cylinder head and piston assembly — *without touching the pan!*

Get full information today on these advanced, more dependable and economical power plants. P&H Marine Diesels are built on 1, 2, 3, 4 and 6 cylinder models, 20 to 145 h.p.



Engine room of the "Fannie C. Angeli." Note the compactness of this powerful P&H 6-cyl. Marine Diesel.

P&H DIESEL DIVISION
HARNISCHFEGER CORPORATION
PORT WASHINGTON P&H WISCONSIN, U. S. A.

SINCE 1895

KELLEY-CLARKE COMPANY

AMERICAN BUILDING ◆ SEATTLE 4

Selling Agents

ALL VARIETIES

CANNED SALMON

HAWAIIAN TUNA

Meetings Scheduled On 1951 Alaska Regulations

U. S. Fish and Wildlife Service in July scheduled the series of meetings at which it will listen to discussion of proposals for the 1951 regulations.

Early designation of the meetings was decided upon to give opportunity for holding the Bristol Bay hearings immediately after the close of the current season.

Scheduled meetings are as follows:

Naknek, July 31; Dillingham, Aug. 1; Kodiak, Sept. 18; Anchorage, Sept. 21; Cordova, Sept. 25; Ketchikan, Sept. 30; Klawock, Oct. 2; Wrangell, Oct. 11; Petersburg, Oct. 12; Sitka, Oct. 14; Juneau, Oct. 16; Seattle, Nov. 6 and 7.

Todd Firm Enters Frozen Fish Field

J. H. Todd & Sons, Victoria, B. C., one of the west coast's pioneer salmon canning organizations, has made a significant departure into the fresh and frozen branch of the fishing industry this season by establishing its own division in that field.

This year the company's fresh and frozen operations principally involved west coast halibut, using processing and cold storage facilities at Klemtu and Victoria.

In 1945 the Todd company made its first move in this direction by taking over a major portion of the Western Fishing Co.'s interests in that field in Victoria. Western Fishing Co. is now concentrating its operations in the Gulf of Georgia and Vancouver sales, independently of Todd.

This new Todd division is under the direction of J. H. Leaver.

J. H. Todd & Sons will operate its salmon canneries at Klemtu, Inverness and Empire (Esquimalt) this year.

Edington in Seattle

James Edington, formerly general sales manager of the Booth Fisheries Corporation, has returned to Seattle and is established in a mortgage and investment business.

For a time during the war he was in charge of the food section of the O.P.A. office at Seattle, until he joined the Booth corporation in charge of its operations centering at Seattle. Later he was moved to the Chicago headquarters of the company as general sales manager, a position which he resigned early last spring.

Continental Can's New Portland Plant Operating

Continental Can Company's new $1,250,000 Portland, Ore., can manufacturing plant is now in operation, servicing the needs of the constantly growing canning and packing industry in the Portland area by producing a wide variety of containers for fruits, vegetables, fish and dog foods, Hans A. Eggerss, president of the can company has announced.

The completely mechanized, modern plant, located on a 57-acre site in the Burgard Avenue industrial area, incorporates the latest in can manufacturing processes and techniques. It is managed by I. J. Olsen, who has had many years experience in the can making industry.

Mild Cure In Transit

No time is being lost by Alaska mild curers in getting their high-priced fish to the eastern markets where it can be smoked and converted into cash. One ship at the end of June brought 101 tierces from Alaska to Seattle.

WHIZ FISH PRODUCTS

COMPANY

2000 Alaskan Way Seattle, Wash.

Producers and Distributors

PACIFIC COAST FISH

Fresh and Frozen

HALIBUT — SALMON — COD — SABLE — FILLETS

MILD CURED SALMON — SHELLFISH — SMOKED FISH

OYSTERS

Canned

SALMON — DUNGENESS CRABMEAT — ALBACORE TUNA

FISH LIVERS

Brands

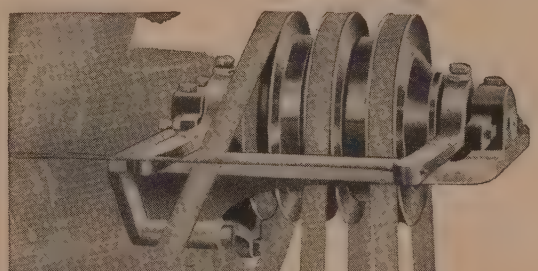
ALBACORE TUNA	CANNED SALMON	DUNGENESS CRABMEAT
"GOLDEN MIST"	"GOLDEN MIST"	"GOLDEN MIST"
"OCEAN GLEN"	"OCEAN GLEN"	
"SALAD OF THE SEA"	"SALMON DERBY"	
	"SILVER BRIGHT"	
	"BONFIRE"	
	"SALMON FEAST"	

WHIZ FISH PRODUCTS COMPANY SEATTLE, WASH.

Canneries at:

Hoquiam and LaConner, Washington.

Pelican, Kodiak and Cordova, Alaska.



UTILITY POWER TAKE-OFF

Ample, instant auxiliary power to operate bilge pump, anchor windlass... generator...searchlight and numerous other electrical appliances. Will outwear the life of your motor without attention. Weighs approximately 25 lbs. Chain or lever operated; direct or remote control; fits any marine motor.

WRITE FACTORY FOR DETAILS

2100 N. ALBINA AVE., PORTLAND, OREGON

ALBINA ENGINE & MACHINE WKS.

"THE Bendix IS MY UNDERWATER ROAD MAP"

Capt. Guide Zecckine, owner of the "Providence II" of Pensacola, Fla., is a pioneer user of Bendix Depth Recorders. He recently exchanged his original DR-1 unit for the latest 400-fathom model.

One of the Gulf's best snapper fishermen, Capt. Guide Zecckine, owner of the "Providence II" of Pensacola, Fla., declares that the Bendix is the *most valuable piece of gear* aboard the "Providence II."

"It has saved me many hours of time by providing an accurate underwater 'road map' to locate the best type of bottom and depth of water in which to find snapper. I wouldn't make a trip without it."

Another Bendix booster, Allen H. Gollott, managing owner of the"Annie Belle" out of Freeport, Texas, reports that his year's catch of red snapper is *substantially increased* over the previous year due to the use of the Bendix.

Whatever type of fishing you do, the Bendix is the time-tested Recorder that will make your operations more profitable. Get the full story from your dealer today or write the factory.

Because his first Bendix proved so successful, Allen H. Gollott, Freeport, Texas, has installed another aboard his second boat. Pictured is his "Annie Belle."

Pacific Division
Bendix Aviation Corporation
NORTH HOLLYWOOD, CALIF.

EAST COAST FACTORY OFFICE: 475 FIFTH AVE., NEW YORK 17, N. Y.
Export Division: BENDIX INTERNATIONAL, 72 FIFTH AVE., NEW YORK 11, N. Y.

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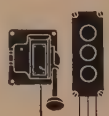
"TRIDYNE" *remote control for work boats*

Here is a quality power control stripped to essential elements. Air pressure does all the work. Clutch shifts at the push of a button . . . throttle is positioned by flicking the speed control lever. Same proven principle used on controls of large, modern coastal and river craft. Easy installation—all connections made with ⅜" copper tubing. Ask for Bulletin IDA 9471-5.



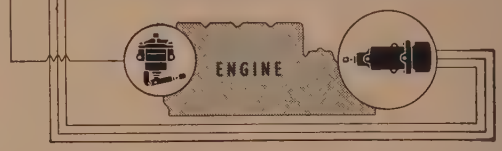
Westinghouse Air Brake Co.

LOS ANGELES: 469 PACIFIC ELECTRIC BLDG.

SAN FRANCISCO: 501 MATSON BLDG.

SEATTLE: 935 SECURITIES BLDG.

Industrial Products Division — Wilmerding, Pa.



"SEA HAVEN"

Fancy Dungeness Crab Meat

Tops in Quality

Other "Sea Haven" Products Include: Fresh and Frozen Whole Shell Crabs, Fresh and Frozen Crabmeat, Albacore Tuna, Salmon, Smoked Oysters, Crab Legmeat and Smoked Crablegs.

KAAKINEN FISH COMPANY

and PORT ORFORD FISH COMPANY

Westport, Wash.
Tel. 2781-2783

Canneries at
Westport, Washington
Port Orford, Oregon

Inflationary Factors Hold Halibut High to the Close

Halibut production for 1950 tapered off about the middle of July after a burst of heavy landings as the last of the Area 3 fleet made the market. Little sag in prices was evident despite the impact of large landings.

Bidding of the packers who laid it on the line early in the season sustained the price under the weight of last-minute landings. They weren't going to let the Johnny-come-latelys load up at a bargain.

Although some ports, notably those in Southeast Alaska — and particularly Sitka and Petersburg — proclaimed that they had frozen far more halibut than ever before in history, verified figures indicate that the frozen pack is no larger than in recent seasons.

While it is perfectly true that current conditions tend to concentrate the production in Alaska, this doesn't mean that volume of frozen pack generally shows any increase. With a fixed volume of fish caught over virtually the same producing season, it stands to reason that the frozen pack of 1950 isn't far off from that of 1948 and 1949.

Effect of Inflation Evident in Prices

The pack of halibut is up in cost rather than quantity. No two ways about it, the fish this year cost much more than ever before.

This came about primarily by the sharp competition of an increased corps of buyers — who credit inflation in the market for quality products with providing the power which jetted average halibut prices to new heights.

Ardent interest of the trade in products of proven quality — such as frozen halibut — is being credited by thoughtful observers among Pacific fishery operators to inflationary conditions.

The halibut packers, for example, point to the situation which developed this season in another quality product — mild cured salmon. Here the price was boomed to levels never known before as splitters and smokers scrambled for fish. The trade seemed ready to pay what was necessary to get goods associated with a high-standard-of-living economy.

Packaging and Military Purchasing Affect Bidding

It is even possible that the pack of frozen halibut available for sale *in the fish* is not as heavy as landings reports and freezing figures would indicate.

Most of the larger operators in halibut have bought to some extent for packaging. Just how important this volume actually is, the packers keep to themselves. There is good grounds for a guess that consumer packaging of halibut will be more important this year than ever before. You can't escape that opinion when you study the prices paid this year for large.

Late season buying of halibut also undoubtedly was influenced to some extent by Korean developments and recollection of the interest which military procurement officers have for halibut.

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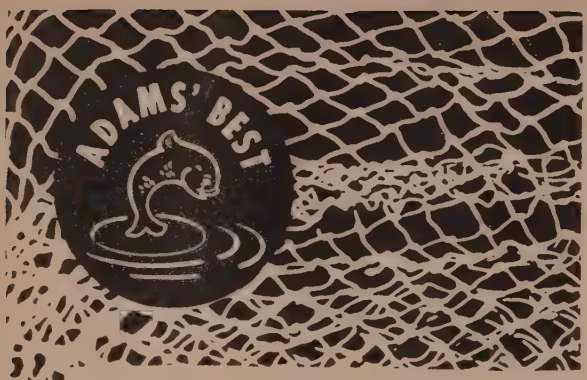
Refrigerating Company
Established 1889
Specialists in the Handling and Storing of
FROZEN FISH AND SEA FOOD
Over
35,000,000 POTENTIAL CONSUMERS
FOR YOUR PRODUCT
Seven Modern Refrigerated Warehouses Well Located to Serve the Greatest Consuming Markets in America.
For better storage of food .. use MERCHANTS
17 Varick St., New York 13, N.Y. Tel. Walker 5-1600
NEW YORK • NEWARK • JERSEY CITY • BUFFALO • ST. LOUIS



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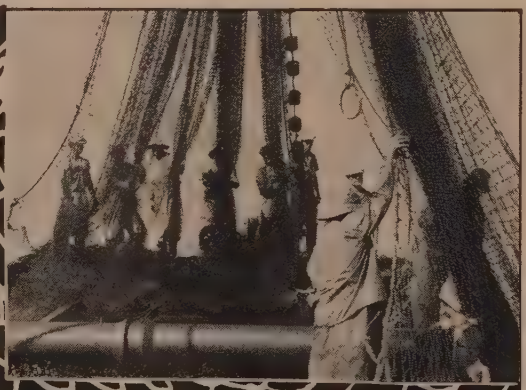
To Meet the HIGHEST STANDARDS

Adams' Netting

Modern machinery plus thorough inspection—plus craftsmen who are masters of the net-making art, add up to netting that is of consistent high quality . . . ADAMS' NETTING!

Because quality netting pays off in bigger payloads and greater satisfaction, an ever-widening circle of fishermen are joining the "old hands" who have been buying ADAMS NETTING for years. And, because of these many satisfied fishermen, ADAMS has grown into one of the most important producers of practically every type of fish netting. Whatever your need or wish . . . Nylon, Cotton, or Linen Netting, you can depend on ADAMS NETTING when the run of fish is on, and you haul in those heavy payloads. You too will always choose ADAMS NETTING once you find out for yourself all the advantages of netting built to meet the highest standards . . . .ADAMS!



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RUFF-N-TUFF EUREKA SUIT has a 30" JACKET—is light and roomy to let you move easily. Corduroy collar. Inside fly-front has rust proof, nickel-on-brass ball and socket fasteners. OVERALLS have bib-front, adjustable elastic suspenders, cut-off strips to shorten legs. Small, Medium, Large.

with Wear and More WEAR!

PEERLESS SUIT has 30" JACKET, resists oils and acids. Neoprene coating inside and out. Corduroy tipped collar. Rust-resistant ball and socket fasteners. OVERALLS have bib-front with adjustable webbing suspenders and waist tie-cords. Small, Medium and Large.

HIGH VISIBILITY YELLOW *also available in all these garments.*

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PURSE SEINE EQUIPMENT

Ederer's Pacific Coast Cotton Netting.
All sizes—Select and Regular Seine Corks.
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GILL NET WEB

Royal Chinook Linen Netting, all mesh sizes and ply for all types of Gill Netting.

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Oil Skins, Suits.
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Floating Shrimp Freezer In Mexican Fishery

Hector Ferriera, Administrador-Director, Pesquera E Industrializadora de Guaymas, S.A., Guaymas, Sonora, has been commuting between Guaymas, Mexico City and Vera Cruz, in getting his newly-acquired 159-foot freezing ship ready for operation along the west coast of Mexico.

The *El Guaymense*, formerly *Lucha*, was outfitted at LaFitte, La., in 1948 as a shrimp freezer and her arrival in the Pacific Fisheries of Mexico heralds the first serious attempt to put into operation a freezer mothership that can move quickly anywhere the shrimp are running from the northern section of the Gulf of California to Salina Cruz.

The steel ship is completely equipped as a freezer and can refrigerate 16,000 pounds in 24 hours, and has storage capacity of 100,000 pounds. Mr. Ferriera has plans to greatly increase both.

Propulsion power is by two General Motors "Quads," eight diesels in all, total 1800 hp. Auxiliaries are a pair of G.M. generating sets. There is also a 30 kva. Buda generating set. Refrigeration is by two Frick 6-cyl. Freon compressors driven by 6-cyl. Continental engines; four Carrier refrigeration units for the storage hold; for freezing, there are two Dole plate units (Birdseye type).

Navigational and operational equipment includes Sperry Mark IV Gyrocompasses, with two repeaters; radar; two Sperry magnetic compasses; two Bludworth depth finders; four radiotelephones, two of which are 50-watt Radiomarine. The trawling winch is driven by a Chrysler engine.

Mr. Ferriera plans to produce a new type of pack for green shrimp. It will be a 5-pound "throw" package in which the shrimp are packed loose in a waxed Fibreboard carton, especially designed for the plate freezers. This pack will be known as "Ocean Pride." Captain of the *El Guaymense* is Mario Cordova, formerly head of the School of Fishery at Guaymas, sponsored by the Mexican Ministry of Marine.

Mexican Shrimp Fishery Extended to Guatemala

Extension of the Mexican Pacific shrimp fishery to the northern borders of Guatemala was assured in early June by the announcement of a new shrimp freezing plant and creation of a fleet of trawlers to operate out of Salina Cruz, Oxa., beginning with opening of the 1950-51 season.

Refrigeradora de Salina Cruz, S. A., is the new company, with owner and general manager, Roberto Avendano. The plant is to be located within the *Puerto Libre*, free port section of Salina Cruz. It will have a daily freezing capacity of 4 tons, and cold storage of 150 tons.

United States equipment and refrigeration is to be used. Freezing compressor, working in conjunction with a shelf-type freezer and air blast, is 7 by 7, driven by a 50-hp motor. Compressor for a 12-ton daily ice-making plant is 6 by 6 by 40-hp. Originating power comes from a 1,250-kw. generating plant, supplied by the Free Port authorities. Temperatures will be -20 F. Engineering was done by Carlos Unger Ferreira, Mexico City refrigeration consultant.

The trawler fleet will consist at the outset of 15 vessels; eight already built; seven to be constructed in the Gulf of Mexico. All will be driven by D13000 "Caterpillar" diesels. Operations are to be south from Salina Cruz some 300 miles to the Guatemala border.

The 5-lb. throw pack will tentatively be labeled "Tehuantepec."

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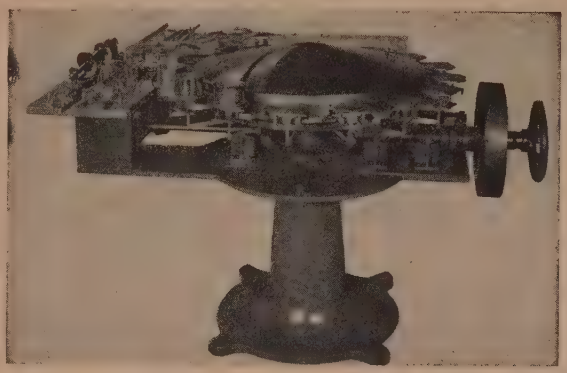

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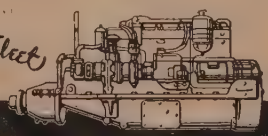

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Herring Fishing Fortunes Variously Fair and Foul

Favorable conditions marked the first half of the Prince William Sound herring season, with all four active plants reporting uniformly good fishing, and with the fish yielding satisfactorily.

Kodiak fishing was good in the Raspberry Strait district, and poor further west, but the fish were extremely disappointing in the matter of oil yield.

In Southeast Alaska fishing was poor and the oil yield scant indeed — on the order of 3 gals. per bbl.

The Kodiak herring also oiled around 3 gals. during the early part of the season, but before the middle of July some pick-up was apparent and operators figured the fish would fatten fast.

High plant on the island at presstime was Wakefield Fisheries, with Chatham Strait's operation at Zachar Bay low.

Chatham Strait's Crab Bay plant was tops on Prince William Sound, and throughout the territory, at presstime, but all Prince William plants were closely bunched.

During the early part of the Prince William Season the fish oiled about 4.4 gals., going above 5 gals. by presstime.

In Southeast Alaska the Oceanic Fisheries Co. plant at Port Conclusion was making the best showing, but even its catch was disappointingly low.

Multiple Operation Permitted on Sardines

In a reversal of a decision in May, the California Fish & Game Commission decided last month that operators of sardine reduction plants could combine their limited quota permits for more economical plant operations.

The new rule will allow as many as three plants to combine their permits for the coming season. Operations will be under the same rules as last season, except that the plant that actually reduces the sardines can only run the permits of two outside plants, instead of five, as was the case last year.

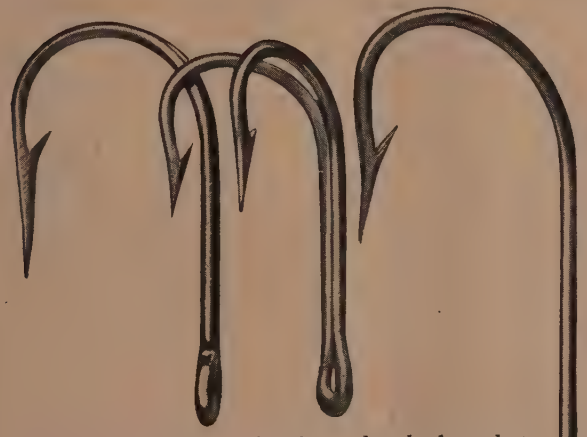
In May the commission had decided that California sardine reductionists would not be allowed to operate with more than one permit in each plant. At the June meeting of the Fish & Game Commission the San Francisco Sardine Association requested the Commission to reverse its decision and presented its case. After consideration the Commission reversed its former decision.

The decision was received by Monterey plant operators with mixed feelings. Some agreed that it would allow much more economical operation, while others took the stand that it was an anti-conservation measure which would make it unnecessary for each plant to "stand on its own feet."

Canning Buck Shad

Pacific Sea Products Co., San Francisco, was canning buck shad in ½-lb. flat salmon cans.

Stated Tony Caito, head of the firm: "We plan to pack about 10,000 cases under the Foam Kist brand." The shad is hand-packed, 48 cans to the case.



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Then, to keep down odors in washing machines, add small amount of Oakite Di-Sanite, a power-packed odor-killer. For washing racks and baskets by hand other fast-working Oakite detergents are available. See your nearby Oakite Technical Service Representative or write us direct for FREE Sanitation Guide. No obligation.

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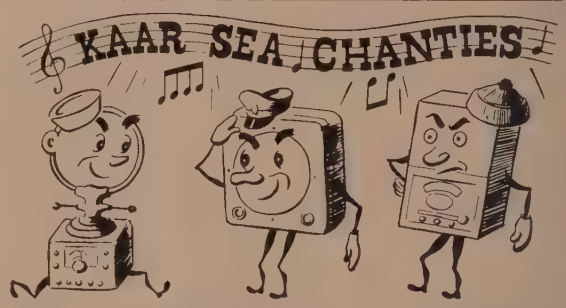

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Meet the Kaar Depth Sounder if you want to catch fish— I'm good at 200 fathoms... that's as deep as you'd wish!

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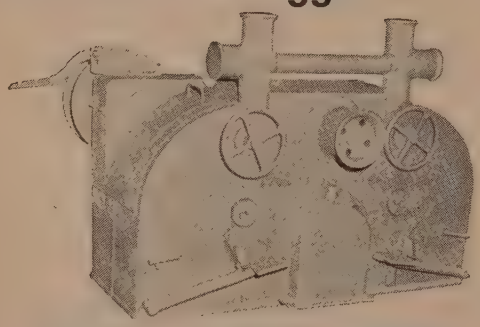
NORTHERN LINE Model 50-D3 Dragger



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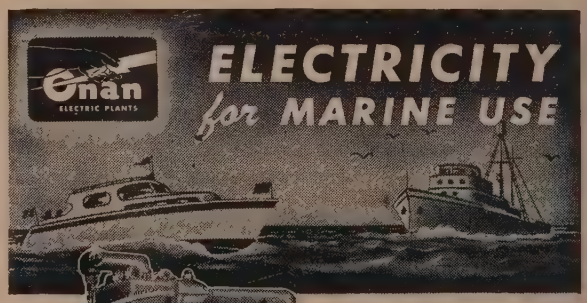

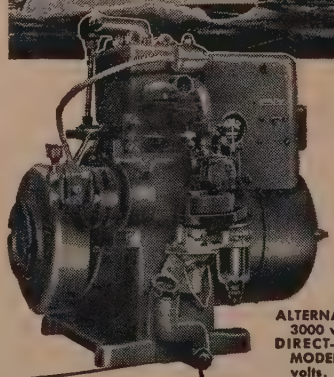

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ALTERNATING-CURRENT MODELS—350 to 3000 watts, 115 and 230 volts.
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LINES and LEADERS

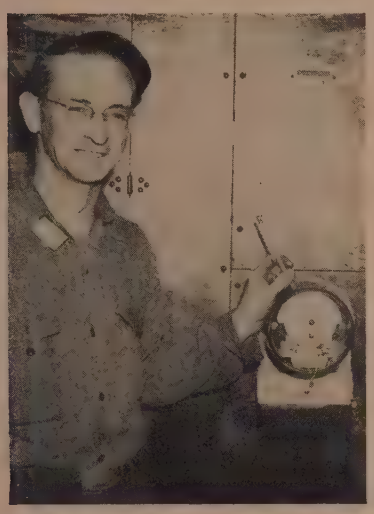
CANNERY MACHINE POWER DEMAND CUT BY REVISED LUBE PRACTICE

Reduction of 12.27% in the ampere drag of the Pan Pacific Fisheries cannery, Terminal Island, Calif., followed changes in our lubrication program. Our demand kilowatt peak dropped from 38,400 kwh. to 33,600 kwh., putting us in a new low unit cost bracket, and I think that's worth telling about.

It was this way:

Our plant had been operating through three years of continuous operation, and we had exercised extreme care in choosing our standard lubricants.

A young fellow turned up at the plant one day with a smooth story about a lubrication additive called Wynn's Friction Proofing Oil. This fellow was trying to sell me lubrication by the ampere. His additive, he claimed, would more than pay for itself in power saving alone. It would make all my hot bearings run cool. It would make my machines run smoother and faster. I wouldn't have to



George E. Warren, maintenance superintendent, Pan Pacific Fisheries, points to the demand kilowatt meter and registers smiling approval at the drop which he attributes to the use of a lubrication additive.

grease so often . . . Then this guy points at the Number I elevator to the scale room and says, "Pretty rusty chain you got there. Going to change it?"

"Yep," I tell him. "Oughtn't to be long now by the way she's clanking."

The fellow's eyes sparkle. "You add this Wynn's Friction Proofing Oil to that elevator's regular lubricant," he says, "and I'll bet you'll find the chain will settle down to a quiet and long old age."

Saving two hundred and sixty feet of chain hit me as the best idea I'd heard in a long while. It sounded so good that I'd bought a couple of gallons of the additive before I remembered to say no.

After I'd signed the purchase order, I

By GEORGE E. WARREN,
Maintenance Superintendent,
Pan Pacific Fisheries

began to count pennies. I'd bought two gallons of a lubrication additive at a price that'd buy a 50-pound drum of regular grease, and *I still needed the grease.* Well, the salesman had talked a lot about the additive costing the company nothing if it didn't perform; I had the guy's address and I'm right handy with a shotgun. I decided to leave it up to the additive.

According to the recommended proportions, three gallons of additive would treat 102 pounds or pints of lubricant. I sat down and figured out the machines that were either wearing out the fastest or pulling heavy loads. Using a G.E. line ammeter, I then obtained stabilized readings on each machine on my list at the switchboard conduit.

I then started lubricating these machines with my "Friction Proofed" or additive treated lubricant. It took me five months to complete the lubrication of my list of machines. Every time I wrote down a new reading, I was writing down power savings! You can bet I included the Number I elevator. Doggone if the chain didn't quiet down! More tangible evidence of the improved operation here came in the form of the amp readings. Before using the additive treated lubricant, the elevator required 18.5 amps; afterwards, it drew only 5.5 amps. This was an extreme example, but this is the kind we talk about. Overall, the reduction in ampere drag amounted to 12.27%. Our demand kilowatt peak dropped from 4,800 kwh.

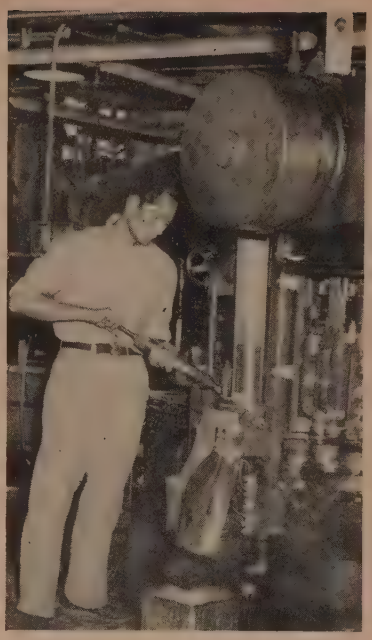
Wynn's Friction Proofing Oil is basically a chemical compound in solution in a light mineral oil, this additive compounds perfectly with any type of lubricant, oil or grease. We use the "heavy duty" or "concentrate," paddling the additive into our grease or oil. The chemical compound seems to plate bearing surfaces under conditions of friction and movement, forming a chemical lubricating structure. This "Friction Proofing" plating reduces friction, and, at the same time is corrosion-proof. It has reduced our ampere drag 12.77%.

You'll have to take it from here. I'm writing this because I still don't believe it. I have to read my figures over every now and then to keep me convinced.

Radiomarine Names Two New Alaska Dealers

Two new Radiomarine Corp. of America dealers in Alaska have been announced by Harvey M. Butt, Pacific Coast sales manager, San Francisco. Added to the list of Radiomarine electronics devices dealers are: Pat's Radio & Electric, Wrangell, and Parsons Electric, Inc., Juneau.

Radiomarine now has a dealer set-up from Alaska to Mexico. Recently appointed dealers, beside the two mentioned above are: Tacoma Boat Works, Tacoma; Martin & Grenfell, Portland; Coos Bay Boat Works, Coos Bay; Wold Radio Electric, Everett; Northwest Radio, Inc., Tacoma; W. J. Pickering, c/o Orcas Electric Co., Orcas; Swanson's Sound Service Co., San Leandro; Pacific Recording Co., Ltd., Honolulu; Bland H. Casebolt, Richmond; Stephens Bros., Inc., Stockton; Crescent City Radio Shop; Wilber's Boat Yard, Long Beach, Calif.; Depew Marine Hardware & Boat Co., San Diego; Fellows & Stewart, Inc., Wilmington; Lush Aircraft Radio, El Segundo; Butcher's Radio Telephone Service, Newport Beach, Calif.; Pacific Radio Marine Corp., San Pedro; The Hayseed, Inc., El Cajon, and Long Beach Boat Shop, Long Beach, Calif.



Lubrication is a ritual at Pan Pacific Fisheries. This photograph shows an operator greasing his seamer during the morning break.

Standard Oil Co. Honors John Osbakken of Seattle

John Osbakken, well-known waterfront salesman for Standard Oil Company of California, was honored June 26, when he was given a service pin commemorating 25 years employment by S. E. Stretton, Seattle district manager for Standard.

In addition to the pin, Mr. Osbakken will receive a five-week vacation with pay.

Along with Mr. Osbakken, 56 other Standard employees were given pins for service ranging from 10 to 40 years; 24 employees receiving, in addition, gold watches in appreciation of 30 years of loyalty to the company.

Drake & Bullen Add Marine Insurance Line

Drake and Bullen, marine equipment firm at San Diego has added a new department of marine insurance to its operations, under management of *William Hamlin.* The firm will represent Marine Office of America.

Fishermen's Packing Corporation

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WATER STREET
KETCHIKAN, ALASKA

New G. M. Diesel Packs 275-Hp. In Small Size

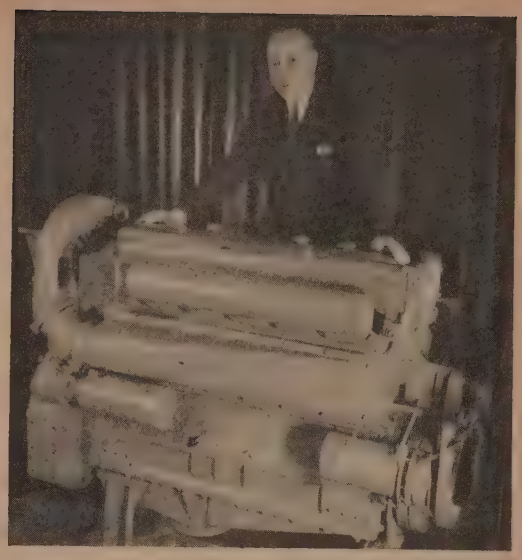
A new compact, light weight diesel engine, now being manufactured by Detroit Diesel Engine Division of General Motors, is designated the "110" because of its 110 cubic inch displacement per cylinder, is a 6-cylinder 2-cycle unit rated at 275 horsepower, developed through five years of research and testing to meet higher power requirements of large vehicles, industrial and marine equipment.

W. T. Crowe, general manager of Detroit Diesel Engine Division, reports: "The new 110 engine embodies the same advanced principles of high-speed, two-cycle design as the 71 Series, of which more than 45,000,000 horsepower have been produced by Detroit Diesel since 1937. Like the 71 engine, the new 110 combines the American diesel industry's highest power-per-pound ratio with unequalled smoothness and outstanding economy of operation and maintenance."

The horsepower rating of 275 at 1800 rpm is attained with a b.m.e.p. of 92 pounds per square inch. Bore is 5 inches and stroke, 5.6 inches. Features include blower scavenging with a new and highly efficient gear-driven centrifugal blower furnishing considerably more air for the cylinders than is needed for combustion.

The "110" is offered as a bare engine, or with full equipment for marine or industrial use. Optional accessories, which may be powered directly from the gear train, include a hydraulic steering pump, an air compressor and a pump to circulate oil through a General Motors torque converter. The torque converter is designed specifically for the engine and installed as an integral unit at the factory for those applications where a fluid drive is advantageous. The General Motors hydraulic reverse and reduction gear is also available for marine applications.

Industrial and marine sales and service of the new "110" engine will be handled in the United States by Detroit Diesel's 184 established distributors and dealers and in Canada by the distributors of General Motors of Canada, Ltd., Oshawa, Ontario.



Not a very big package for 275 horses — the new "110" General Motors diesel, with W. T. Crowe, GM's Detroit diesel engine division general manager, behind it to give a comparative scale.

Burke Crofton, president, Crofton Diesel Engine Company, Southern California marine distributors, General Motors Series 671 diesels, was along the west coast of Mexico in May. The company is also U. S. distributor for a line of small British diesels suitable for auxiliary needs, produced under the "Crofton Diesel" label. All Gulf of California shrimp trawlers carry a small power plant, mainly for lighting, service pumps and generators to produce electricity for electronic needs.

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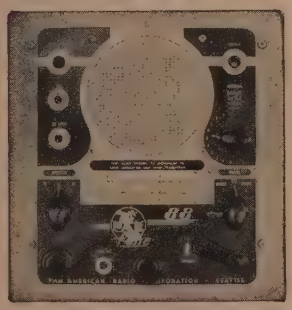

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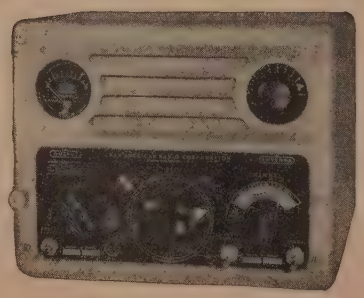

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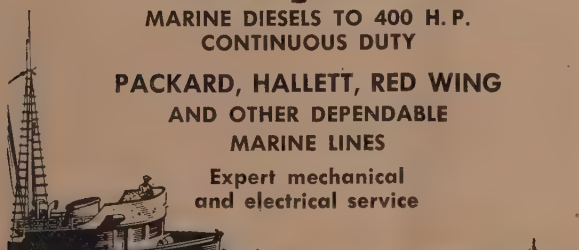

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A. Carlisle & Co. Names New Art Director for Labels

A. Carlisle & Co., printers and lithographers, through the R. E. Burkett Sales Division announces the appointment of Josef E. Princiotta as art director for the Los Angeles Sales Office.

Mr. Princiotta was born and educated in New York, and is a graduate of Pratt Institute School of Art. Now in California he offers his varied experience as a label and package designer, as well as a designer of premiums in the bread, toy, food and novelty industries.

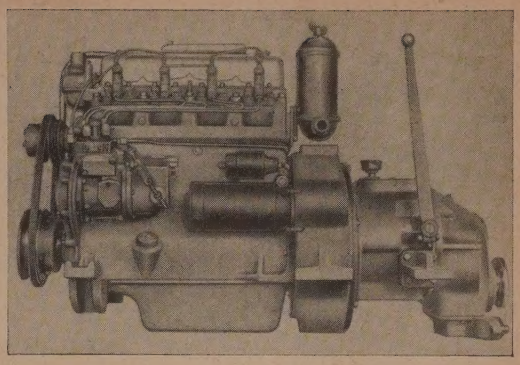
Formerly the head of the package design department of the Schenley Distillers Corp. in New York, and recently art director for the H. S. Crocker Co., Los Angeles Branch. In his present capacity for the A. Carlisle & Co. he expects to serve his many friends in the manufacturing, advertising agency and food fields.

Union Diesel President Gives Historic Engine

O. H. Fisher, president of the Union Diesel Engine Co., Oakland, Calif., recently presented the Smithsonian Institution, United States National Museum, with what is believed to be the first gasoline engine ever built commercially. It was built in 1883 by Mora Barrett, who later became one of the founders of the Union Gas Engine Co., which later became the Union Diesel Engine Co.

It is interesting that the first use of the engine now in the Smithsonian Institution was powering a small boat.

This is the fourth valuable engine from Union's collection of historic machines which the company has donated to the Smithsonian Institution.



Red Wing's new 30-hp. diesel engine, specially designed to meet the power needs of such fishing craft as small trollers and jitney seiners, with all the safety and simplicity inherent in the diesel principle.

New 30-Hp. Redwing Diesel Is In Production

Red Wing Motor Company, Red Wing, Minn., adding continually to their line of marine diesels, available from 30 to 200 hp, announces its latest now in production as the 4-cylinder 4-cycle D4-30 model with bore of 3-5/16" and stroke of 3¾" or 129 cubic inches piston displacement. It develops 30 hp. at 1800 rpm and is available direct drive, or with various ratios of reduction up to 3:1; also in opposite rotation for twin-screw installation.

This is an overhead valve type engine with removable wet type cylinder inserts, full pressure lubricated and incorporating complete fresh water cooling system.

The engine starts very easily and is especially smooth running and economical to operate. The direct drive model weighs only 825 lbs. This makes a fine engine for medium size fishing boats, utility craft, cruisers, and auxiliaries where moderate power, extreme reliability and utmost in economy of operation and safety from fire hazard are important consideration.

Full details on this and other sizes of the Red Wing line will be promptly mailed on request to the Red Wing Motor Company, Red Wing, Minn.

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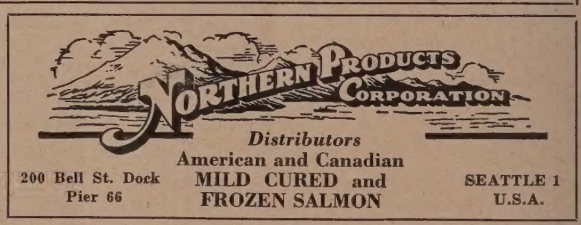

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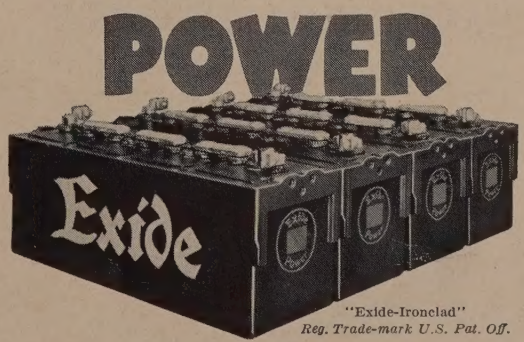

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